THE HONGKONG WEEKLY. ILLUSTRATED.

The China Mail.

ESTABLISHED 1845

Don't Forget TO ORDER THE 'OVERLAND CHINA MAIL.' BEFORE GOING HOME.

No. 13,779. 光緒三十三年六月七日 英一千九百零七年 HONGKONG, FRIDAY, JUNE 7, 1907. 丁未年四月廿七日 PRICE, $8.00 Per Month.

Intimations.

THORNE'S OLD VAT



This VAT was started by the late ROBERT THORNE of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY.

PER DOZEN .....$14.

SOLE AGENTS IN HONGKONG, CHINA AND MANILA,

A. S. WATSON & Co., Ltd.

Hongkong, May 1, 1907. 793

NOTICE OF REMOVAL.

THE Office of the YAN ON MARINE AND FIRE INSURANCE COMPANY, LIMITED, has been REMOVED to No. 203, DES VŒUX ROAD CENTRAL.

Hongkong, June 6, 1907. 934

WANTED.

A COMPRADORE, having business connections throughout the South of China and able to provide substantial Security consisting of landed property in Hongkong to the extent of 10% of the annual turnover. Good remuneration to a suitable man. First-Class references from a Foreign Bank required. Apply by letter only in the first instance to

DENNYS & BOWLEY.

Hongkong, April 4, 1907. 827

BRITISH STEAMER 'NETHERTON.'

BY ORDER OF THE UNDERWRITERS, the Undersigned are prepared to receive TENDERS for the Purchase of the above Steamer as she now lies at SINGAPORE in a Fire Damaged Condition.

GILMAN & CO., Lloyds' Agents.

Hongkong, May 7, 1907. 825

Business Notices.

W. S. BAILEY & CO.

ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain W. A. Valentine.
s.s. FATSHAN, 2,260 tons, Captain C. Lloyd.
s.s. KINSHAN, 1,995 tons, Captain B. Branch.
s.s. HEUNGSHAN, 1,998 tons, Captain R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 a.m. (Sunday Excepted), 10 p.m. (Saturday Excepted).
Departures from CANTON to HONGKONG daily at 8 a.m. and 5 p.m. (Sunday excepted).
The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

Hongkong-Macao Line.

s.s. SUI-AN, 1,651 tons, Captain E. H. Grainger.
s.s SUI-TAI, 1,651 tons, Captain C. F. Morrison, at Dock.

Departures from Hongkong to Macao on week days at 7.30 A.M. from Douglas Wharf and at 2 P.M. from the Company's Wharf On Sundays Special Cheap Excursions, leaving Hongkong at 9 A.M. from Douglas Wharf and from Macao at 5 P.M.
The Company also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 538 tons, Captain J. Willox.
s.s. NANNING, 569 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
HOTEI MANSIONS, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE.
Agents, CHINA NAVIGATION CO., LTD.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING



PACKING FOR MARINE ENGINES.

BEWARE OF IMITATIONS. SOLE MANUFACTURERS: BELL'S ASBESTOS CO., LD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND
OFFICE:—6, DES VŒUX ROAD.

LANE, CRAWFORD & CO.

LADIES' DEPARTMENT

NEW STOCK OF

SUMMER COSTUMES IN MUSLIN, LINEN, VOILE, etc.

Latest Styles in TRIMMED MILLINERY.

Lace, Muslin and Silk Blouses.

BELTS and SUNSHADES.

LANE, CRAWFORD & Co.

Hongkong, May 4, 1907. 2040

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
2198] H. HAYNES, *Manager*.

OCCIDENTAL HOTEL

KOWLOON.

A QUIET, COMFORTABLE, COOL and WELL-FURNISHED HOTEL for RESIDENTS and TOURISTS.
ELECTRIC LIGHT AND FANS THROUGHOUT.
Bathroom attached to Each Room. Cuisine under direct European Supervision.
Terms Very Moderate.
For Special Terms for Families and Monthly Boarders.
Apply to— E. G. JORDAN, *Manager*.

BALTIMORE HOTEL

HONGKONG.

MANAGED ON AMERICAN PLAN.
Being in the Business center of the town is the FAVOURITE HOTEL with visitors from Manila.
Terms Moderate.
TABLE UNDER DIRECT EUROPEAN SUPERVISION.
Special Terms for Families and Parties.
Apply to— E. G. JORDAN, *Manager*.
Hongkong, March 7, 1907. 425

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSSEN & CO., SOLE AGENTS.

Hongkong, March 2, 1906.

MEE CHEUNG.

ART PHOTOGRAPHER.
ICE HOUSE STREET AND HONGKONG HOTEL CORRIDOS.

EXCELLENT VIEWS OF
H.E. Sir MATTHEW NATHAN'S FAREWELL.
(COPYRIGHT).
AMATEUR DEPARTMENT.

Hongkong, April 2, 1907. 1781

PATELL & CO.,

SHAMEEN CANTON.

GENERAL STOREKEEPERS,

WHOLESALE and RETAIL DEALERS IN WINES and SPIRITS.

Export & Import Merchants, AND Commission Agents.

SEE WOO

TAILOR, DRAPER AND OUTFITTER,
HAS REMOVED to new premises, 14, QUEEN'S ROAD CENTRAL.
Hongkong, January 29, 1907. 116

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net, $4.50 per Cask, ex Factory.
In Bags of 250 lbs. net, $2.70 per Bag, ex Factory.

Shewan, Tomes & Co.,
GENERAL MANAGERS.
233

FAIRALL & CO.

7 & 9, Pedder Street.

NEWEST MODELS.

LINEN and MUSLIN EMBROIDERED GOWNS.
ALLOVER EMBROIDERIES.
MUSLIN UNDERSKIRTS.
SUMMER SINGLETS.
BELTS, HOSIERY, etc.

DUTCH CIGARS

in Boxes of 50,
MOST ENJOYABLE SMOKES FOR DAMP SEASON.

MANILA CIGARS

IN SPLENDID CONDITION.

Badminton Smoking Mixture.
Warden Smoking Mixture. Imperial Cigarettes.

VICTORIA DISPENSARY.

STRAND HOTEL, TSINGTAU.

TELEG. ADR.: 'STRANDHOTEL' Codes A.B.C. 5TH EDIT.

OPEN FROM 1st of May, till End of October.

MODERATE PRICES.

CONCERTS TWICE A WEEK ON THE BEACH.

LAWN TENNIS.

EXCELLENT CUISINE AND WINES.

For Terms, apply to F. OSTROW, *Manager*.
Hongkong, March 27, 1907. 970

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1905, £17,837,119.

I—Authorised Capital £3,000,000
Subscribed Capital £2,750,000
Paid-up Capital £687,500 0 0
II—Fire Funds 3,386,720 19 8
III—Life & Annuity Funds 13,762,898 8 5

£17,837,119 8 1

Revenue Fire Branch... 2,061,044 19 8
Life & Annuity Branches..... 1,713,808 19 10

£3,774,853 19 6

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO., *Agents*.
785

SANITARY BOARD OFFICE, HONGKONG.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such building within the Western Division of the City of Victoria, occupied by Members of more than one family must be CLEANSED and LIMEWASHED THROUGHOUT by the Owner during the months of May and June.

N.B.—The word 'throughout' used in this notice means that the houses should be Limewashed in respect of all the Walls of each Room and Staircase, all cubicle partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs, both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard should have its Containing Walls Limewashed up to the level of the First Floor.

Carved, Painted or Polished Wood-work in good condition, however, need not be Limewashed, but must be Cleansed.

The Western Division of the City lies to the West of Tank Lane and Cleverley Street.

G. A. WOODCOCK, *Secretary*.
Dated this 1st day of June, 1907.
956

A. LING & Co.

FURNITURE STORE
HAVE THIS DAY REMOVED TO
No. 19, QUEEN'S ROAD CENTRAL,
Next to (KUHN AND KOMOR).
Hongkong, February 1, 1907. 229

'MACKIE'S WHITE HORSE CELLAR'

THE BEST AND OLDEST WHISKY IN SCOTLAND.

CITY ANALYST'S LABORATORY,
138, BATH STREET,
GLASGOW, 21ST JANUARY, 1907.

MONTHLY REPORT ON MACKIE'S 'WHITE HORSE CELLAR' BLEND OF SCOTCH WHISKY.

I Hereby certify that I have taken samples of every vatting of MACKIE'S 'WHITE HORSE CELLAR' BLEND OF SCOTCH WHISKY used in bottling during the month of December, and the results of my analyses indicate that it conforms to the standard for Pot Still Scotch Whisky set up in the London case. I am also of opinion that it is an old Whisky of excellent quality and flavour which has been well matured in wood.

JOHN CLARK, PH. D.F.C.S., F.I.C.,
Public Analyst for the City of Glasgow,
and the Counties of Lanark and Renfrew, &c.

'EVERY JUDGE OF WHISKY WILL CONFIRM THIS.'

Price $13 PER DOZEN.

Free Samples supplied on application to the

SOLE AGENTS:

LANE, CRAWFORD & CO.

THE CARLTON HOUSE HOTELS,

Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.
AIRY ROOMS, CUISINE A SPECIALTY. COMFORTS OF RESIDENTS STUDIED.
FOR RATES, APPLY TO THE MANAGER.

CHEONG SHING.

JEWELLERS EXPORTERS
DEALERS IN VALUABLE CHINESE JADE STONE, GOLD-MOUNTED WARES OF ALL KINDS.
Prices Very Moderate.
No. 39A, QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, March 18, 1907. 580

THE BEST ITALIAN VERMOUTH

IS FROM

Francesco, Cinzano & Co., Torino.

Telephone No. 75

Caldbeck, Macgregor & Co.,
Wine and Spirit Merchants
15, QUEEN'S ROAD CENTRAL.

Intimations.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS.

HOTEL MANSIONS.

NEW SELECTIONS OF

DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.

LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.

G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS, ADMIRALTY CHARTS AND BOOKS.

—:(=):—

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
VERY FINE PANORAMIC VIEWS OF HONGKONG.
6A, *QUEEN'S ROAD CENTRAL.* 2123

MIYAKO HOTEL,

KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL. 2131

MITSUI BUSSAN KAISHA

(MITSUI & CO.)

IMPORT EXPORT & COMMISSION MERCHANTS.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.
M. KOBAYASHI, MANAGER.
HEAD OFFICE:—No. 1, SURUGACHO, TOKYO.

OTHER BRANCHES:

London, New York, San Francisco, Hamburg, Calcutta, Bombay, Rangoon, Singapore, Bangkok, Sourabaya, Manila, Canton, Swatow, Amoy, Foochow, Tsingtau, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Tairen, Antung, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Maizuru, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Sapporo, Taipeh, Tainan, etc., etc., etc.

TELEGRAPHIC ADDRESS:—'MITSUI (A.B.C. and 81 CODES).

CONTRACTORS OF COAL to the Imperial Japanese Navy, Mint and Arsenals, the State Railways, Principal Railway Companies, Industrial Works, and Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mines, and SOLE AGENTS for Fujinotana, Hykoku, Hondo, Kanada, Mameda, Ohtenji, Obnoura, Sasahara, Tsubakuro, Yoshio, Yunokibara, and other Coals.

IMPORTERS and EXPORTERS of Cotton, Cotton Yarn, Cotton Piece Goods, Copper, Silver, Tin, Lead, and other Metals, Railway Materials, Acids, Camphor, Flour, Cereals, Manure, Rice, Opium, Isinglass, Mushrooms, Sugar, Wax, Vermicelli, Sulphur, Hemp, Beer, Cement, Cigarettes, Matches, Paper, Hides, Leather, Belts, Teak, and other Timber, etc.

Hongkong, April 11, 1907. 1115

TYPEWRITERS! TYPEWRITERS!!

Typewriters repaired, cleaned, overhauled, and broken parts duplicated under expert supervision.

Old Machines Renovated. Terms Very Moderate.

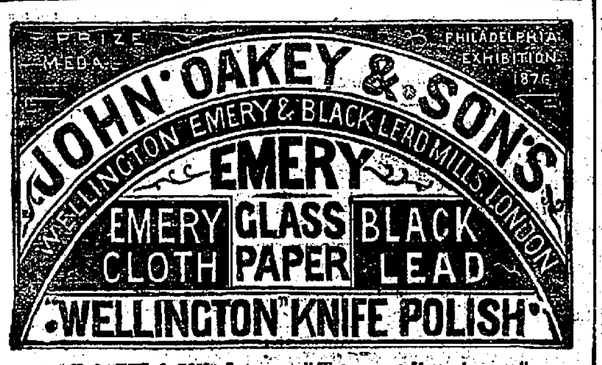
SATISFACTION GUARANTEED.

BICYCLES

FOR SALE, REPAIR, EXCHANGE AND HIRE.

THE DRAGON CYCLE CO.,
11, D'Aguilar Street.

Hongkong, February 16, 1907. 2215



JOHN OAKEY & SONS LIMITED, "WELLINGTON MILLS LONDON."

UNEQUALLED For
HIGH QUALITY,
EXQUISITE FLAVOUR & DIGESTIBILITY.

van Houten's Cocoa



"Pure and Unmixed."—*THE LANCET.*
"In flavour it is perfect."—
THE BRITISH MEDICAL JOURNAL.
"None of the numerous Cocoas have as yet equalled Van Houten's in solubility, agreeable taste, and nutritive properties."—*HEALTH.*

BEST & GOES FARTHEST.

Intimations.

MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNOUCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI.'
Which applies to al. Branch Offices.

A1, A B C 5th Edition, Western Union Codes used.

All Letters Addressed:—
MANAGER, MITSU BISHI CO., with name of place under.
BRANCH OFFICES:—
NAGASAKI, MOJI, KOBE, KARATSU, SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs GEARING & Co
MANILA: Messrs MACONDRAY & Co.

SOLE PROPRIETORS of Takasima, Ochi, Shinnew, Namazuta and Kami-Yamada Collieries and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

T. MATSUKI, Manager, Hongkong, No. 2, PEDDER STREET.

Hongkong, April 25, 1906. 816

NAVIGATION, ELECTRICAL, MECHANICAL, MARINE, AND CIVIL ENGINEERING, BOOK-KEEPING, LAW, ADVERTISING, MECH. DRAWING

TAUGHT BY

CORRESPONDENCE

by the INTERNATIONAL CORRESPONDENCE SCHOOLS, of Scranton. We have over 200 technical courses, and if you want to prepare for promotion or qualify for an examination we can help you. Write just what position you want to qualify for and we will give you full particulars.

ADDRESS OUR

GENERAL AGENCY, I.C.S.,
Box M, 429, MANILA.

Hongkong, May 2, 1907. 800

榮 CHEE WING & CO. 記

27, 28 and 29, LEE YUEN STREET (WEST), HONGKONG.

DEALERS IN

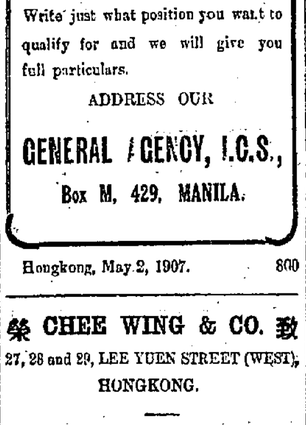
All Sorts of COPPER, BRASS, STEEL, IRON WARE &c.
STEEL GIRDERS AND TEES, CORRUGATED IRON, PIG IRON, &c.
Suitable for
SHIPS, ENGINEERS AND HOUSE BUILDERS. 1223

HOMOGENEOUS NATURAL MILK.

REMARKABLE PROGRESS IN THE ART OF PRESERVING MILK.

PURE NATURAL COWS MILK

PRESERVES ITS GOOD TASTE IN ANY CLIMATE.



BEST MILK IN THE MARKET
FOR
INFANTS AND INVALIDS.

CASE OF 24/1 Liter Tins.
48/½ " "
48/¼ " "

SOLE AGENCY
EAST ASIATIC TRADING Co.,
HONGKONG.

Hongkong, July 14, 1906 1412

HOTEL RUNNING.

If there is one thing more than another that the average man reckons he can do well it is to run an hotel. He argues that no special training is required, that the whole concern can run itself—under his own eagle eye o course. Professional managers of hotels, of course, don't think these foolish thoughts. They know that to make an hotel (of any size) a success there must be steady hard work and a ceaseless attention to detail. The practice which prevails in the East of handing over control of hotels to boards of directors is an obviously bad one. These gentlemen, who almost invariably are men of good standing who have achieved success in other walks of life, consider that they know much better how things should be done than the man who has devoted his life to the business. The result of the directors' experimenting is usually paid for by the shareholders *and* the guests and the blame is cast on the manager. Decent managers cannot be prevailed upon to stay any length of time in such circumstances and the absence of continuity of policy reacts upon the dividends and the comfort of the hotel's patrons. A Shanghai contemporary commenting on the recent meeting of Hotel des Colonies lays stress on this practice of blaming the manager for the directors' failings (a practice not confined to Shanghai), says "—That hotel-keeping in Shanghai is no sinecure is evidenced by the frequent changes that have taken place during recent years in the management of our leading hotels, one concern having suffered four managers in less than three years. Others have been more or less fortunate, but it is painful to realise that men who have held the control of leading hotels in Europe have thrown up their hands in despair after a brief experience of Shanghai. The Hotel des Colonies only illustrates the difficulties of managers and the captious criticism of shareholders. Three or four years ago the hotel had distinctly lost ground, but under new management it pulled together and paid ten per cent. for two consecutive years, and became known as one of the best hotels in the East. Public recognition of this has been forthcoming, and has been evident in the popularity which the hotel has acquired for private luncheons, dinners, and parties of every possible kind on festive occasions. But shareholders who have had a ten per cent. dividend for two years' running are evidently very hard to please, for at yesterday's meeting some very strong things were said. As everybody knows, 1906 was a bad year for Shanghai, very little money was lying loose; dinner-parties, tiffin-parties, and receptions for which the Hotel des Colonies has specially catered were in many cases out of the question, and what the French Hotel has lost in these lines it could not make up on its room accommodation, for that is very limited as compared with rival hotels. To try to throw the responsibility of this on the manager is, we think, very unjust, and we have no doubt public sympathy will be on his side. Not the least regrettable result of this injustice was that the meeting got so excited that one of its main issues was overlooked—the rebuilding of the hotel. The gentlemen responsible for the excitement will also be responsible for the Hotel des Colonies having as old-fashioned a building a year hence as it has now, and will have only themselves to thank if the dividend suffers thereby."

For Sale.

FOR SALE.

BOUND VOLUMES
OF THE
'NEW WEEKLY'
ARE ON SALE AT THE
'China Mail' Office,
8, Queen's Road Central.

FOR SALE.

TWO VERY VALUABLE PIECES OF LANDED PROPERTY situate at CANTON near the Hongkong, Canton and Macao Steamboat Company's Wharf and facing the river. The lots contain by admeasurement 50 'changs' or thereabouts. Title Deeds can be seen at the Office of the Undersigned. For further particulars, apply to
GOLDRING & BARLOW,
Solicitors,
10, Queen's Road Central.
Hongkong, May 28, 1907. 915

FENNINGS'

For the Prevention and Cure of
FEVERS AND INFECTIOUS DISEASES.

FEVER

Sold by Chemists everywhere in Bottles at 1/1½ each, with full directions.

No Resident in Tropical Countries should be without this invaluable Medicine, the timely use of which has saved thousands of lives.

ALFRED FENNINGS, Cowes, England.

CURER!

GRAND OPENING
OF THE
ARTS EXHIBITION.

FOR A SHORT SEASON ONLY.

UNDER the auspices of the CANTON NAM KEUNG PUBLIC COLLEGE, there will be OPENED to the PUBLIC at 37, QUEEN'S ROAD CENTRAL, (three doors from Supreme Court), on WEDNESDAY, 15th May, 1907, a Grand Exhibition of exquisite ART TREASURES, comprising Paintings, Sculptures, Carvings, Tapestries, Artistic Marble and Bronze Busts and Statuary, Ancient Armour and Implements of War, French and Venetian Wares, beautiful articles of Decorative Furniture including a Bedroom Suite in Crystal and a handsome Roman Chair from the Vatican, Rare Curios, Bric-a-brac, Bronzes, and other specimens of Vertu collected by connoisseurs in Arts from all parts of the world to the order of the exhibitors.

A Nominal Fee of FIFTY CENTS will be charged for admission, the nett proceeds of which will be devoted to the educational funds of the Canton Nam Keung Public College.

Children and Soldiers and Sailors in uniform Half-price.

Doors Opened 12 NOON to 5 P.M.; 7 to 10 P.M.

TICKETS may be had at Entrance.
T. H. TAI,
Manager.
Hongkong, May 13, 1907. 856

CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: 'CARMICHAEL,' HONGKONG.
A. B. C. Code, 4th Edition.
A. 1 Code.
Lieber's Standard Code.
TELEPHONE 232. 16

A PERFECT DISINFECTOR

JEYES' FLUID

SOLE AGENTS.
W. G. HUMPHREYS & CO.,
BANK BUILDINGS.
Hongkong, May 18, 1906 1024

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m....Every 30 minutes
7.30 a.m. to 9.30 a.m....Every 10 minutes
9.30 a.m. to 11.00 a.m....Every 15 minutes
11.30 a.m. to 12.45 p.m...Every 15 minutes
12.45 p.m. to 1.15 p.m....Every 10 minutes
1.15 p.m. to 1.45 p.m....Every 15 minutes
1.45 p.m. to 2.15 p.m....Every 10 minutes
2.15 p.m. to 3.00 p.m....Every 15 minutes
3.30 p.m. to 5.00 p.m....Every 15 minutes
5.00 p.m. to 8.00 p.m....Every 10 minutes.
NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS.
8.00 a.m. to 9.00 a.m....Every 15 minutes.
9.00 a.m. to 9.30 a.m....Every 30 minutes.
9.30 a.m. to 10.30 a.m....Every 15 minutes.
10.30 a.m. to 11.00 a.m....Every 10 minutes
11.45 a.m. to 12 Noon....Every 15 minutes.
12.00 Noon to 1.00 p.m....Every 10 minutes.
1.00 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 6.00 p.m....Every 10 minutes.
6.00 p.m. to 7.00 p.m....Every 15 minutes.
7.00 p.m. to 8.00 p.m....Every 10 minutes.
NIGHT CARS as on Week Days.
SATURDAYS.
Extra Cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS Des Vœux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
1961

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the 'CHINA MAIL'

Price ..... Fifty Cents.

To be had at the 'China Mail' Office, 8, Queen's Road Central.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

SATURDAY,

the 8th June, 1907, commencing at 2.30 P.M., at his Sales Rooms, DUDDELL STREET,—

A QUANTITY OF
VALUABLE HOUSEHOLD FURNITURE,
Comprising:—

DOUBLE and SINGLE BEDSTEADS, TEAK WARDROBES with BEVELLED MIRRORS, MARBLE-TOP WASHSTANDS, TOILET TABLES, OVERMANTELS, etc., etc.

TAPESTRY and LEATHER COVERED EASY CHAIRS, TEA and OCCASIONAL TABLES, WHATNOTS, WHITE LACE CURTAINS, etc.

FINE TEAK SIDEBOARDS with BEVELLED MIRRORS, TEAK DINING CHAIRS, DINNER WAGGONS, GLASS and CROCKERY WARE, TOILET SETS, etc.

Several COTTAGE PIANOS (in Good Condition).

On View from Friday, the 7th June. Catalogues will be issued.

Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.
Hongkong, June 1, 1907. 959

To Let.

TO LET—(WELL FURNISHED).

BIRNAM BRAE, CONDUIT ROAD.

EIGHT-roomed House—Billiard Room, with full-size Table, 3 Bath-rooms, Drying Room. Store-room and Pantry—Good Tennis Lawn. Electric Light and Bells, and a Telephone.

Apply to 'G. M. B.,'
Care of 'CHINA MAIL' Office.
Hongkong, March 19, 1907. 39

TO LET.

NO. 21, CONNAUGHT ROAD CENTRAL. Suitable for Offices and Godowns. Electric Light.

Apply at Nos. 15, 16 & 17, CONNAUGHT ROAD.
Hongkong, June 4, 1907. 969

TO LET.

LARGE FURNISHED BEDROOM with Bathroom attached. Pantry, Kitchen and Servants' Quarters.

Apply to G. GAINS,
No. 3, HOTEL MANSIONS,
(Third Floor).
Hongkong, June 3, 1907. 962

TO LET.

NO. 38, CAINE ROAD; 2ND FLOOR, 12 QUEEN'S ROAD CENTRAL.

GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.

No. 1, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to LEIGH & ORANGE,
1, Des Voeux Road.
Hongkong, February 19, 1907. 25

TO LET.

'HARPERVILLE,' GARDEN ROAD, 6 Rooms with Tennis Court and detached Servants' Quarters. Possession from 1st Jan., 1907.

Apply to
PERCY SMITH & SETH,
Accountants, Auditors, &c.,
5, QUEEN'S ROAD CENTRAL.
Hongkong, January 18, 1906. 21

TO LET.

NO. 1, WEST END TERRACE, SHAMEEN, CANTON.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LD.
Hongkong, June 1, 1907 19

TO LET.

A HOUSE in WONG NEI CHONG ROAD.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS Conduit Road.

FLATS in MORETON TERRACE.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong June 1, 1907. 24

TO LET.

TWO FOUR-ROOMED HOUSES, at PRAYA EAST, near East Point.

Apply to
JARDINE, MATHESON & CO.
Hongkong, January 3, 1907. 18

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LD.
Hongkong, June 1, 1906. 20

To Let.

TO LET.

TWO Semi-Detached VILLAS, situated on a hill in GARDEN ROAD, Kowloon; bright, airy Rooms; command a beautiful view near the Ferry; rent exceptionally low.

Apply H. RUTTONJEE & SON,
6, D'Aguilar Street, Hongkong, and Kowloon.
Hongkong, June 5, 1907. 976

TO LET.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

16, QUEEN'S ROAD CENTRAL, Top Floor (over Caldbeck, Macgregor & Co.)

BELILIOS TERRACE HOUSES, Robinson Road.

GLENWOOD, CAINE ROAD, suitable for a Boarding House or Club, contains 26 Rooms. This property would be divided into 2 or more houses to suit tenants.

Small BUNGALOW containing Furnished Room with Bath and Dressing-room Kitchen, &c. Close to BARKER ROAD Tram Station, suitable for one or two bachelors.

No. 8, BELILIOS TERRACE, Corner House, 1st Row.

WELLBURN, No. 81, Peak. 6 Rooms and Tennis Court.

No. 4, ALBANY, Furnished or Unfurnished.

A Five-Roomed FURNISHED HOUSE in CAMERON VILLAS, Peak, to let for a few months. Excellent condition. Cheap rent.

No. 3, ALBANY.

Apply to
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, April 12, 1907. 1716

TO LET.

NO. 2, HOLLYWOOD ROAD.

51, POTTINGER STREET. Immediate Possession.

Apply to
ARRATOON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, April 4, 1907. 389

TO LET.

'QUARNDON' the Peak; Furnished or Unfurnished.

Apply, by letter, R. HEMMINGS,
c/o HONGKONG HOTEL.
Hongkong, April 2, 1907. 613

TO LET.

NO. 8, GRANVILLE AVENUE, Kowloon.

Apply to
HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, March 27, 1907. 490

TO LET.

NO. 142, PEAK, MAGAZINE GAP. A 5-Roomed House. Low Rental.

Apply to
AHMET RUMJAHN,
2, Pedder Street.
Hongkong, April 20, 1907. 722

TO LET.

FROM 1st JULY.

LARGE and Spacious GODOWNS Nos. 9, 9A, 9B, 9C and 10, PRAYA EAST, at present in the occupation of the Admiralty.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LD.
Hongkong, June 1, 1907. 744

TO LET.

NOS. 3 and 4, OBSERVATORY VILLAS, Kowloon. Moderate Rental. Tennis Court and Electric Lights.

Apply to
ARRATOON V. APCAR & CO.,
45, Wyndham Street,
Hongkong, May 1, 1907. 621

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply to SECRETARY,
A. S. WATSON & Co., LD.
Hongkong, April 22, 1907. 730

TO BE LET FURNISHED.—'SLEMISH.'

NO. 101, MOUNT GOUGH, The Peak. From April next.

Apply J. HASTINGS,
88, Queen's Road Central.
Hongkong, February 8, 1907. 268

TO LET.

POSSESSION FROM 1ST APRIL NEXT.

2 SEMI-ATTACHED HOUSES, Nos. 13B and 13C, MACDONNELL ROAD, Each with 7 Rooms, Bath-Rooms, Kitchen, Servant's Quarter and Grass Tennis Court.

Apply to
CHUNG CHI NAM,
YAN ON M. & F. INSURANCE Co., LD.
Hongkong, March 1, 1907. 391

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published on each Departure of each English and French Mail Steamer to Europe,

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE

(Commercial, [illegible])

The best paper for posting to friends at home.

$17 per annum (Postage).

THE CHINA MAIL, LD.
8, Queen's Road Central.

PREACHING THE GOSPEL IN JAPAN AND TIBET.

By Prof. E. H. PARKER.

On sale at the 'CHINA MAIL' Office, Queen's Road Central

Price..... 50 Cents.

Banks

THE BANK OF TAIWAN, LIMITED.

(Incorporated by Special Imperial Charter).

Authorised Capital .....Yen 5,000,000.
Paid-up Capital .....Yen 3,750,000.
Reserve Fund .....Yen 635,000.

Head Office:—TAIPEH, FORMOSA.

Branches and Agencies:

Amoy.	Kobe.	Tainan.
Anping.	Nagasaki.	Tamsui.
Foochow.	Osaka.	Tokio.
Keelung.	Shanghai.	Yokohama.
Swatow.		

HONGKONG OFFICE:
3, Des Voeux Road.
Interest allowed on Current Account. Deposits received on terms which may be learnt on application.
D. TOHDOW, *Manager.*
Hongkong, April 5, 1907. 21

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

Incorporated by Royal Charter 1853.
Head Office, London.

Paid-up Capital £800,000
Shortly to be increased to £1,200,000.
Reserve Fund £1,075,000
Shortly to be increased to £1,475,000.
Reserve Liability of Proprietors £800,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.
On Fixed Deposits for 12 months 4 %
" " " 6 " 3½ %
" " " 3 " 2½ %
JOHN ARMSTRONG, *Manager.*
Hongkong, May 16, 1907. 64

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital.....£1,500,000
Subscribed £1,125,000
Paid up.....£ 562,500
Reserve Fund.....£ 170,000
Bankers:
London Joint Stock Bank, Limited.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance.
On Fixed Deposits:—
For 12 Months .....4 %
" 6 " .....3½ %
" 3 " .....2½ %
EVAN ORMISTON, *Manager.*
Hongkong, May 1, 1907. 42

YOKOHAMA SPECIE BANK.

Established 1880.

Capital Paid-up ... ... Yen 24,000,000
Reserve Funds ... ... " 14,550,000

Branches and Agencies:

Tokio.	Kobe.	Nagasaki.
London.	Lyons.	New York.
San Francisco.	Honolulu.	Bombay.
Shanghai.	Hankow.	Chefoo.
Tientsin.	Peking.	Newchwang.
Port Arthur.	Dalny.	Antung.
Liuyang	Muken.	Tie-ling.
Chang-chun.		

Head Office—YOKOHAMA.

Hongkong—Interest allowed.
On Current Account at the Rate of 2% per annum on the daily balance.
ON FIXED DEPOSITS:—
For 12 months.....5% per annum.
For 6 months.....4% "
For 3 months.....3% "
TAKEO TAKAMIOHI, *Manager.*
Hongkong, April 6, 1907. 5

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital.....$10,000,000
Reserve Fund—
Sterling Reserve, $10,000,000
Silver Reserve ... 11,000,000
.....$21,000,000
Reserve Liability of Proprietors $10,000,000

Court of Directors:—
G. H. Mellhuish, Esq.—Chairman.
Hon. Mr. Henry Keswick—Deputy Chairman.

G. Balloch, Esq.	C.R Lenzmann, Esq.
A. Fuchs, Esq.	A. J. Raymond, Esq.
E. Goetz, Esq.	E. Shellim, Esq.
A. Haupt, Esq.	R. Shewan, Esq.
	H. E. Tomkins, Esq.

Chief Manager:
Hongkong—J. R. M. SMITH.

Manager:
Shanghai—H. E. R. Hunter.

London Bankers—London and County Banking Co., Ld.

Hongkong—Interest Allowed.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2½ per cent per annum.
" 6 " 3½ " "
" 12 " 4 " "
J. R. M. SMITH, *Chief Manager.*
Hongkong, May 25, 1907. 68

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
J. R. M. SMITH, *Chief Manager.*
Hongkong, January 12, 1907. 1517

ASK for Watson's DUNDEE Whisky, No. 10.

James Watson & Co. Ltd., DUNDEE.

WATSON'S No. 10 A WHISKY WORTH ATTENTION

No. 10. Supreme among SCOTCH WHISKIES.

Supplied by Messrs. Watkins, Ltd. Apothecaries' Hall, Hong Kong.

The genuine mineral water of VICHY French state's springs
BE CAREFUL TO NAME WHICH SPRING
VICHY CÉLESTINS Gout, Gravel, Diabete, Bladder diseases.
VICHY GRANDE-GRILLE Liver complaints.
VICHY HÔPITAL Stomach's diseases.
LOZENGES — SALTS — COMPRIMÉS VICHY-ÉTAT

DINNEFORD'S MAGNESIA
The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.
The Physician's Cure for Gout, Rheumatic Gout and Gravel.
Safest and most Effective Aperient for Regular Use.
DINNEFORD'S MAGNESIA
MAGNESIA

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Head Office:—Hongkong.

Authorised Capital £699,470
Paid-up Capital £242,718
Capital Reserve Fund .....£ 12,735
Reserve Fund.....$150,000.

LONDON BRANCH:
61, Old Broad Street, E.C.
Manager:—George Munro.
LONDON BANKERS:—
Parr's Bank.
Commercial Bank of Scotland.
The Bank grants drafts and telegraphic transfers and conducts every description of Eastern Banking business.
INTEREST allowed on Current Account at the Rate of 2% per annum on the Daily Balances.
On Fixed Deposits for 12 month 5 per cent.
" " " 6 " 4 "
" " " 3 " 3 "
G. C. MOXON, *Managing Director.*
Hongkong, September 28, 1906. 8

RUSSO-CHINESE BANK.

Organised under Imperial Decree of 10th December, 1895.

CAPITAL .....Roubles 15,000,000
CAPITAL contributed by CHINESE GOVERNMENT ...5,000,000 K. Taels.

Reserved Fund .....Roubles 4,416,000.

HEAD OFFICE—ST. PETERSBURG.

London Office: 41, Threadneedle St., E.C.

Branches and Agencies:

Andijon	Khokand	Peking
Batoum	Kiachta	Samarkand
Blagowest-chensk	Kirin	San Francisco
Bodaibo	Kobe	Shanghai
Boukhara	Kouldja	Stretensk
Busk	Krasnoiarsk	Tashkend
Calcutta	Kwantchendze	Tchita
Chefoo	Liaoyang	Tchougoutchak
Hailar	London	Tielin
Hakhodate	Marguelán	Tientsin
Hankow	Moscow	Taitsihar
Harbin	Moukden	Verchneou-dinsk
Hongkong	Nagasaki	Verny
Irkutsk	Newchwang	Vladivostock
Kalgan	Nicolajevsk	Yokohama
Kashgar	Outlasitai	Zeiskala-
Khabarovsk	Ourga	Pristan
	Paris	

BANKERS:
LONDON—Glyn, Mills, Currie & Co.
PARIS—Comptoir National d'Escompte de Paris. Banque de Paris et des Pays Bas.
BERLIN—Mendelssohn & Co.
HAMBURG—M. M. Warburg & Co.
VIENNA—K. K. Priv. Oesterr. Credit-Anstalt fur Handel Gewerbe.
AMSTERDAM—Lippmann, Rosenthal & Co.

Interest Allowed:
Current Accounts in Dollars 2½ per cent. per annum on credit balances of $1,000 and over.
Fixed Deposits, Terms on application.
Local Bills discounted. Special facilities for Russian exchange. Foreign exchange on the principal cities of the world bought and sold.
E. FREYVOGEL, *Manager.*
HONGKONG BRANCH:
PRINCE'S BUILDINGS.
Hongkong, April 1, 1907. 598

Banks.

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China, the Philippine Islands and the Republic of Panama.

Capital and Surplus
Authorised, ...Gold $10,000,000
Capital, Paid-up.....Gold $ 3,250,000
Reserve Fund.....Gold $ 3,250,000

Head Office—
60 Wall Street, New York.
London Office—Threadneedle House, E.C.

LONDON BANKERS:
Bank of England.
National Provincial Bank of England, Ltd.
The Capital and Counties Bank, Ltd.

Branches & Agents all over the World

THE Corporation Transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent per annum.
For 6 " 4 per cent per annum.
For 3 " 3 per cent per annum.

No. 9, QUEEN'S ROAD CENTRAL.
HONGKONG.
CHAS. R. SCOTT, *Manager.*
Hongkong, January 3, 1907. 2

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society).

Established 1824.

Paid-up Capital: ...Fl. 45,000,000 (£3,750,000).
Reserve Fund Fl. 5,000,000 (£ 417,000).

Head Office in Amsterdam.
Head Agency:—Batavia.
BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja, (Achsen) Telok-Semawe, (Achsen) Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.
London Bankers:—The Union of London and Smith's Bank, Limited.
The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED
On Current Accounts 2% per Annum on daily balances.
Fixed Deposits 12 months 4½% per Annum.
Do. 6 months 4 % Do.
Do. 3 months 3½% Do.
J. L. VAN HOUTEN, *Agent.*
Hongkong, March 5, 1907. 416

WASHING BOOKS.

(*In English and Chinese*).

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen can now be had at this Office.—Price, 50 Cents.
China Mail Office, 8, Queen's Road Central.

MILITARY TYRANNY AT VLADIVOSTOCK.

Brutal Scene at a Cafe.

The "Japan Advertiser" has translated the following significant narrative from the "Dalyokaya Okraina," a Vladivostock journal, which published it under the sarcastic caption, "Inopportune and Misplaced Bravery":—

On the first day of the Russian Easter, April 22nd (new style, May 5th) the proprietor of a shop on Svyetlanskaya street, one E. E. Baskakoff, was sitting with a friend at one of the small tables in the café chantant Alhambra. Shortly afterwards there approached them one of the singers, who sat down at their table. The young lady soon attracted the favourable attention of a certain lieutenant, who, having decided to lose no time, at once set about the "attack by storm," approached the table and addressed some words to the singer to the effect that she and he could pass the time more pleasantly elsewhere than with a mere "civilian." In reply to this Baskakoff remarked that it was scarcely proper to use such language with reference to persons entirely unknown to him. "Scoundrel, dog," bellowed the "insulted" officer. The retort to these words from the izvezchika's lexicon took the form of an apple, which Baskakoff hurled in the face of the enraged lieutenant. The latter drew his sword from its sheath and rushed upon the "offender." The "offender," seeing the implacable boldness of the "nation's defender," tried to take refuge in the next room, but the avenging arm of Lieut. Pavlovsky pursued him even thither. In despair, Mr Baskakoff decided to resort to what in medicine is called remedium heroicum, and seized the drawn sword, striving to ward off the blow. The whole of his right hand was cut to pieces, and was bathed in blood. The savage, preposterous scene was stopped by the servants. Baskakoff obtained a doctor's certificate and made a statement of the occurrence, apparently to the adjutant at the office of the chief of the fortress. There were many witnesses of the incident. It is reported that an analogous case involving sword-drawing took place the next day, during the races at the Hipodrome. An officer of dragoons figured in this.

The paper asks:

"Is it possible that even the Japanese war has not taught every swashbucker and brandisher of weapons modesty at least? And is it possible that the so-called officers' 'honour' can be maintained by bullying and the flourishing of swords in cafés chantants? Shame, Mr Pavlovsky!"

LABUAN COAL.

THE LABUAN COALFIELDS COMPANY, LTD., are now prepared to bunker Steamers at LABUAN, with Good Fresh Quality LABUAN COAL, double screened and straight from the Mines.
For further particulars, apply to
BRADLEY & CO., *Agents.*
Telegraphic Address:—
LABOR, Labuan.
Hongkong, March 12, 1907. 471

'IS CHRISTIANITY WORTH INTRODUCING INTO CHINA'

Reprinted from the 'China Mail'

To be had at the 'China Mail' Office, 8, Queen's Road Central.

Price ... ... 50 Cents.

Hotels.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hote at Separate Tables.
Telegraphic Address:
'VICTORIA,' Hongkong
For terms, &c., apply to the
MANAGER.
132

THE BEST BILLIARD TABLES IN THE COLONY ARE AT
THE KOWLOON HOTEL,
CABLE ADDRESS 'CHEF KOWLOON.

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.
Moderate Charges.
J. W. OSBORNE, *Proprietor and Manager.*
135

VICTORIA HOTEL,
TELEGRAMS, VICTORIA, SHAMEEN.
SHAMEEN, CANTON,
On the British Concession.
F. E. DE BEAUREPAIRE, *Manager.*

MACAO HOTEL.
TELEGRAMS, FARMER, MACAO.
MACAO, CHINA.
In the Centre of Praya Grand.

BOTH Hotels Electrically Lighted and under Experienced European Management.
Every Comfort and Convenience for Residents and Tourists.
Wm. FARMER, *Proprietor.*
Capt. T. AUSTIN, *Manager.*

His Britannic Majesty's Ships on the China Station.

Name.	Class	Tons.	Guns.	I.H.P.	Captain.	Last reported at
Alacrity*	despatch-vessel	1700	12	3000	Comdr. E. La T. Leatham	Japan
Astræa	cruiser, 2nd class	4360	10	9000	Captain S. L. Vaughan Lee	Shanghai
Bedford	cruiser, 1st class	9700	—	—		Shanghai
Bramble	river gunboat	710	2	900	Lieut.-Comdr. Davidson	Hongkong
Britomart	river gunboat	710	2	900	Lieut.-Comdr. Bomber	Yangtsze
Cadmus	sloop	1070	6	1400	Comdr. B. L. Majendie	Philippines
Cherub	water tank and tug	890	—	300		Hongkong
Clio	sloop	1070	6	1400	Comdr. C. D. S. Rafkes	Yangtsze
Fame	torpedo boat destroyer	380	6	6700	Lieut.-Comdr. Greeson	Amoy
Flora	cruiser, 2nd class	4360	10	7000	Capt. Grant Dalton	Amoy
Handy	torpedo boat destroyer	275	6	4000	Lieut.-Comdr. W. H. Darwell	Amoy
Hart	torpedo boat destroyer	275	6	4000	Lieut.-Com. Dickens	Amoy
Janus	torpedo boat destroyer	280	6	3300		Hongkong
Kent	cruiser, 1st class	9000	14	22,000	Capt. De Horsey	Shanghai
King Alfred	cruiser, 1st class	14,000	14	30,000	Capt. Cecil F. Thursby, R.N.	Hongkong
Kinsha	river-gunboat	616	4	1200	Lt.-Comdr. Crabtree	Yangtsze
Monmouth	cruiser, 1st class	9800	—	—	Capt. A. J. Tuke	Japan
Moorhen	river gunboat	180	2	800	Lt.-Com. R. E. Vaughan	West River
Otter	torpedo boat destroyer	350	6	6300	Lieut.-Comdr. J. Riddle	Amoy
Robin	river gunboat	85	2	240	Lt.-Comdr. C. C. Walcott	West River
Sandpiper	river gunboat	85	2	240	Lt.-Com. Tickell	West River
Snipe	river gunboat	85	2	240	Lt.-Comdr. Tennyson	Yangtsze
Takn	torpedo boat destroyer	260	6	6500		Hongkong
Tamar	receiving ship	4650	6	—	Commodore Williams	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. Godfrey	Yangtsze
Thistle	river gunboat	710	2	900	Lieut.-Comdr. West	Shanghai
Virago	torpedo boat destroyer	355	6	6300	Lieut.-Comdr. Stevenson	Amoy
Waterwitch	surveying ship	620	—	450	Comdr. R. W. Glennie	Hongkong
Whiting	torpedo boat destroyer	360	6	5900	Lieut.-Com. Cox	Amoy
Widgeon	river gunboat	195	2	800	Lt.-Comdr. G. B. Spicer-Simson	Upper Yangtsze
Woodcock	river gunboat	180	2	500	Lieut.-Com. Todd	Upper Yangtsze
Woodlark	river gunboat	180	2	500	Lieut.-Com. Jno. F. Knox	Upper Yangtsze

* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief

Foreign Men-of-war on the China and Japan Station

Name.	Flag and Description.	Tons.	Guns	H.P.	Captains.	
Kaiser Franz Joseph I	Austro-Hungarian cruiser	4309	19	9000	Capt. Wilhelm Pacher	Hongkong
Achéron	French armoured cruiser	1796	10	1700	Lieut. Ferret	Haiphong
Adour	French receiving-ship	—	—	—	Lieut. Merle	Haiphong
Alger	French cruiser	3000	—	—	Capt. Fournier	Saigon
Alouette	torpedo-boat	—	—	—	Commander Kerihuel	Cape St. James
Argus	French gunboat	123	—	500	Lieut. Jeannel	Cannon
Caronade	French gunboat	—	—	180	Lieut. Hue	Saigon
Decidée	French gunboat	645	10	1000	Lieut. L'Eost	Chefoo
D'Entrecasteaux	French cruiser	11,242	—	—	Capt. Tracon	Saigon
Descartes	French cruiser	3985	14	5500	Comdr. Ameb	Kiuktang
Dupetit-Thouars	French armoured cruiser	10,14	38	20,000		Saigon
Esturgeon	French sub-marine	—	—	—	Lieut. Coquelin	Saigon
Francisque	French destroyer	303	7	6300	Lieut. Garreau	Hongkong
Fronde	French destroyer	350	7	303	Lieut. Saint-Saine	Saigon
Gueydon	French cruiser	9378	36	20,200	Captain Rideux	Saigon
†Guichen	French cruiser	9700	—	—		Yokohama
Henri Riviere	French gunboat	—	—	—	Lieut. Porter	Saigon
Jacquin	French gunboat	200	6	308	Lieut. Corlotier	Haiphong
Javeline	French destroyer	307	7	300	Comdr. Sagot-Duvauroux	Saigon
Kersaint	French cruiser	1250	6	2200	Commander Simon	Saigon
Lynx	French sub-marine	—	—	—	Lieut. Armbruster	Saigon
*Montcalm	French cruiser	9700	12	19,600	Capt. Martel	Saigon
Mosquet	French destroyer	307	6	300	Lieut. du Chemin	Saigon
Olry	French gunboat	—	—	—	Capt. Grellier	Chungking
Pelho	French gunboat	—	—	—	Lieut. Lavissiere	Tongku
Pistolet	French torpedo-boat	350	7	300	Lieut. de Reinach Werth	Hongay
Portee	French sub-marine	—	—	—	Lieut. Glorieux	Saigon
Rapier	French torpedo boat	—	—	—	Lt. Vincent de Brichignac	Saigon
Redoutable	French battleship	9487	8	6071	Reserve	Saigon
Sabre	French destroyer	—	—	—	Lieut. Leball	Hongkong
Styx	French gunboat	1798	10	1700	Capt. Dupries	Saigon
Takiang	French gunboat	—	—	—		Yangtsze
Takou	French destroyer	250	6	—	Capt. Terquem	Saigon
Vauban	French battleship (reserve)	6150	29	4560		Hongay
Vigilante	French gunboat	123	7	500	Lieut. Brugnon	Hongkong
Fürst Bismarck	German flagship	10 690	36	14,000	Captain Wilken	Kiautschou
Ulis	German gunboat	900	10	1300	Comdr. Kissel	Tsingtau
Jaguar	German gunboat	900	10	1300	Comdr. Count von P. Wehne	Tsingtau
Leipzig	German cruiser	3250	—	—	Comdr. von Rotkirch Panthen	Tsingtau
Luchs	German gunboat	900	10	1344	Comdr. Bölken	Bangkok
Niobe	German cruiser	2680	—	—	Capt. Witschel	Amoy
S. 90	German torpedo-boat	400	—	—	Lieut. Jakobi	Tsingtau
Taku	German torpedo-boat	280	—	—	Lieut. Kasse	Tsingtau
Tiger	German gunboat	900	10	1300	Comdr. von Koss	Japan
Tsingtau	German river gunboat	223	5	1300	Capt. Lieut. Fortsch	Canton River
Vaterland	German river gunboat	223	3	500	Capt. Lieut. Toussaint	Yangtsze River
Vorwarts	German river-gunboat	—	3	500	Lieut. Alfr. Fischer	Yangtsze River
Vesuvio	Italian cruiser	2145	—	—	Baron de Saint Pierre	Shanghai
Rio Lima	Portuguese gunboat	720	—	—	Captain Meideros	Macao
Arayat	U. S. gunboat	—	—	—	Ensign A. K Shoup	Philippines
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Woodward	Japan
Barry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Manila
Callao	U. S. gunboat	600	10	208	Ensign Guy Witlock	Canton
Chattanooga	U. S. cruiser	3100	25	4500	Commander Alex. Sharp	Hankow
Chauncey	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. P. Jessop	Hankow
Cincinnati	U. S. cruiser	9213	19	7500	Comdr. Quinby	Amoy
Colorado	U. S. cruiser	13,500	—	—	Capt. S. Staunton	Philippines
Concord	U. S. gunboat	—	—	—	Comdr. C. J. Boush	Manila
Dale	U. S. torpedo-boat destroyer	420	7	8000	Reserve	Manila
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Reserve	Manila
Elcano	U. S. gunboat	560	10	6000	Lt.-Comdr. J. T. Jayne	Hongkong
Galveston	U. S. cruiser	3100	25	5400	Capt. Jas. Helm	Shanghai
Helena	U. S. gunboat	1397	8	1800		Shanghai
Pennsylvania	U. S. battleship	13,500	—	—	Capt. T. C. McClean	Manila
Maryland	U. S. battleship	13,500	—	—	Capt. R. R. Ingersoll	Manila
Monadnock	U. S. monitor	3990	6	3000		Manila
Pampanga	U. S. gunboat	201	3	250	Ensign J. W. Hayward	Cavite
Paraguna	U. S. gunboat	201	3	250	Ensign A. B. Reed	Cavite
Pathfinder	U. S. gunboat	690	—	—	Comdr. Steetdahl	Hongkong
Quiros	U. S. gunboat	—	—	—	Lieut. C. R. Train	Hankow
Rainbow	U. S. cruiser	4000	14	—	Comdr. Hodges	Hongkong
Raleigh	U. S. cruiser	9213	18	7500	Capt. F. F. Fletcher	Manila
West Virginia	U. S. flagship	13,500	—	—	Capt. Milton	Manila
Villalobos	U. S. gunboat	347	3	500	Lieut. F. L. Pinney	Yangtsze
Wilmington	U. S. gunboat	1397	8	1834	Commander W. L. Rodgers	Manila

* Flagship of Rear-Admiral Joseph Hemphill.

* Flagship of Vice-Admiral Richard, Commander-in-Chief.

† Flagship of Rear-Admiral de Fauque de Jonquières, Second-in-Command.

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Hongkong, May 29, 1907. 95

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Hongkong, May 29, 1907.

MEMOS FOR TO-MORROW.

Miscellaneous.

2.30 p.m.—Auction of Household Furniture, &c., at Mr Geo. P. Lammert's Sale Rooms.

General Memoranda.

TUESDAY, June 11:—
Goods per *America Maru* undelivered after this date subject to rent.
Goods per *Roon* undelivered after this date subject to rent.

WEDNESDAY, June 12:—
Goods per *Benaron* undelivered after this date subject to rent.
Goods per *Silesia* undelivered after this date subject to rent.

THURSDAY, June 13:—
4.15 p.m.—Meeting of Canton Medical Missionary Society, at College Auditorium, Canton.
Goods per *Siberia* undelivered after noon this date subject to rent.

SATURDAY, June 29:—
Noon—Meeting of the National Bank of China, Ld., at the Bank Premises.

The China Mail.

HONGKONG, FRIDAY, JUNE 7, 1907.

MILITANT LABOUR.

A few days ago we made reference to the labour tyranny which is causing bloodshed at San Francisco and preventing the rebuilding of the city. Directly after the earthquake last year the unionist leaders voluntarily promised that they would cordially co-operate with the capitalists in repairing the damage and would not take any advantage of the commanding position in which they found themselves placed. It is well known that this promise was broken almost as soon as it was made and that every expedient that distorted ingenuity could suggest was adopted to increase wages. The unionists would not work with non-unionists. The latter were only allowed to join the unions upon payment of an almost prohibitory entrance fee and even after making this payment they had to pass a so-called examination later on before they were admitted to full benefits. This examination also involved an entrance fee. The labour "bosses" bled their employers and their fellow workmen alike. Any doubts as to whether labour would abuse its position if it gained the power have been set at rest by the disgraceful proceedings at San Francisco. But it is not in that city alone that organised labour is so conducting itself that every decent man in America, with independent views, regards it as menace to the country. Certain union leaders, named Moyer, Haywood and Pettibone are now in gaol in Idaho, awaiting trial for murder. Whatever the result may be of the investigation of this charge it is notorious that the three men in question belong to the very worst type of labour agitator. They do not work themselves but live well on their dupes whom they instigate to strikes and riots. Mr. Roosevelt, with that rugged directness which has done so much to raise him in the estimation of not only the American people, but the whole world, recently referred to these men as "undesirable citizens," bracketting with them Mr Harriman, the Railway king. Immediately all the labour unions in the country were ablaze with indignation. They had seen with great approval the President attack the Trusts and Capitalists and commended his courage and straight forwardness. But directly he indirectly attacked that equally nefarious organisation the labour-trust he was described as a hypocrite, a bully and a demagogue. The chief charge against the President was that his description of the men as "undesirable citizens" jeopardised their chance of a fair trial. It was too terrible that the course of justice should be perverted by any extraneous opinion before the accused were heard in their defence, said the labour unions. They expressed the belief that anyone who endeavoured to interfere with the course of justice was "undesirable" in the strongest sense of the term. Those who have read American papers lately know that for months past the unionist press has been pouring out articles seeking to prove the innocence of the imprisoned men. Labourites have held meetings in almost every state protesting that they are innocent. These are the men who indignantly denounce Mr Roosevelt for "prejudging the case." With either brutal cynicism or amazing stupidity the chairman of the Cook County Moyer-Haywood-Pettibone Conference wrote to Mr Roosevelt on notepaper on which were the printed headlines "Death Can Not, Will Not, and Shall Not claim Our Brothers." In this letter he accused Mr Roosevelt of endeavouring to influence the course of justice. Of course Mr Roosevelt hurled back the retort that the Conference and the unions generally were directly seeking to influence the course of justice whereas what he had said had no bearing on the trial. No labour body in the world, however, has admitted that it should be bound by the same laws as everyone else. In the republic it must be the King. All kinds of threats are being breathed against Mr Roosevelt but the middle class in America are praising him for making an attempt to preserve the liberties of the people against militant labour. Organised labour is in a minority in every part of the world, even in Australia, but it has gained an amount of power quite incommensurate with its numerical strength through sheer timidity on the part of its opponents. Now Mr Roosevelt has set the example it is to be hoped that it will be followed in other lands and that the time will speedily come when organised labour is everywhere relegated to its proper position—underneath.

The belief in the existence of devils living in trees is universal in India. "Q. E. D." writes to the "Civil and Military Gazette" describing the fall of fire from a common Babool tree. Despite the warnings of his camp followers, the correspondent succeeded in dislodging the "devil" from the fork of the tree. "It was," he says, "a large 'spit-devil' which consisted of a few ounces of damp country powder tied up in some rags. My men were delighted at the discovery, and on their way back to camp were relating to one another with great glee what they had thought and also with great pride what they had done. There had previous to this been some disputes between my *khalassies* and the *bannias* of the village, who were supplying them with stores and I think I was right in concluding that this trick was played in order to get rid of us."

The Government took the right course in laying upon the table of the Legislative Council the Minute by the President of the Sanitary Board. Whether the P. C. M. O. was wise in writing it is another matter. He is, however, to be congratulated upon the vigour of his diction. "It is absurd to talk of"—"It is not a fact as stated"—"This is not in accordance with fact"—"Paragraph 202 is misleading"—are a few of the mild expressions of an opinion differing from that of the Commission. Dr Atkinson evidently does not wish to lay himself "open to the remark that it (his Minute) is unjudicial in tone." Hence his studied courtesy and moderate language towards the Commission. He merely accuses them of falsehood, foolishness and unfairness. However this personal side of the question need not be further discussed beyond saying that it is regrettable that the P. C. M. O. should have taken everything to reflect upon himself. Considered as a defence of the Department the Minute is palpably weak. After denying, in effect, that the administration has been defective Dr Atkinson states:—"Finally since my return to the Colony the work of the Medical Department has increased so much that I feel that I cannot with justice to myself continue to undertake in future the administration of two such large departments as the Medical and the Sanitary." It is pertinent to ask the cause of this increased work in the Medical Department since Dr Atkinson's return. What—except the Commission—has happened of late to account for increased work in either the Sanitary or the Medical Department? Unless a satisfactory answer is forthcoming a very unfavourable deduction will be drawn. For the most part the Minute leaves the main conclusions of the Commissioners untouched except where it gives them a flat denial. The report of the Commission is unshaken by this hasty and violent attack.

Is there a rift in the lute at the Supreme Court? The question is prompted by the comment made by the Chief Justice yesterday forenoon, bewailing the congested business, and a remark passed by His Honour Mr A. G. Wise (Puisne Judge) this morning. According to His Lordship Sir Francis Piggott the Supreme Court staff is short-handed and undermanned and it was absolutely impossible to deal with the large number of cases. This more particularly referred to the Bankruptcy Court, where fifteen public examinations have to wait until the Chief Justice finds time to leave the Original Jurisdiction. The request for an additional Puisne Judge has been refused by the Government. Thus it will be gathered from the Chief Justice's remarks that a very unenviable state of affairs exists in one of our most important Government Departments, but apparently the views of the Puisne Judge do not coincide with those of Sir Francis. This morning there were twenty-four cases on the Summary List and in his characteristic manner Mr Wise went through them disposing of the lot, either by fixing days for hearing, deciding the actions then and there, or granting adjournments, in less than twenty-five minutes. As he left the Bench, Mr Wise remarked that there did not seem to be much business in his Court. Apparently the Chief Justice is getting all the work to do.

Says the "British North Borneo Herald":—Mr Go Buck Lim has been appointed the Agent of Messrs. Choong Hing & Co., of Hongkong, who have arranged to run the s.s. Progress (with a carrying capacity of 3,750 tons dead weight,) having entered into an agreement with towkay Koh Kim Hin of chop Kim Eng Watt for the shipment of his output of timber to Hongkong for a certain number of years. This enterprising Company was formed among a few Chinese capitalists of Hongkong, who subscribed a large fund for the purpose, and who themselves intend trading on a large scale with sufficient of their own cargo to fill the ship, which will have a regular run of about 5 weeks each trip. The vessel is due here about the end of June on her first voyage. It is not intended to run her in competition with the two Hongkong boats calling here. The Agent has arranged to open his office in the premises once occupied by R. Lorentzen & Co., belonging to chop Kwong Long Sheng, situated on the road leading to the Customs. We gladly welcome a fresh enterprise and wish them success.

An Indian paper says: A correspondent informs us that there appears to be a class of women in Simla this season who apparently have no ostensible means of living, but who pose for one thing and another, and who go about from house to house for board and lodging with no intention whatever of paying. Not content with this, they make themselves so objectionable while being boarded and lodged that they have to be asked to leave the house, and this they do after a good deal of reluctance and annoyance. Hotel and boarding house-keepers and people in the habit of entertaining paying guests will do well to ask for references and guarantees before admitting such guests into their houses.

LINGERING COLDS.

THE longer a cold hangs on, the more it weakens the system. Do not run the risk of an attack of pneumonia by neglecting it. Chamberlain's Cough Remedy will cure your cold and all danger from this disease will be avoided. For sale by all chemists and storekeepers.—

ALARM AT PEKING.

As we go to press we hear that large bodies of Yuan Shi Kai's troops are being rapidly sent to Peking, and that the appointment of Shum to Canton has been temporarily suspended.

The German Mail of the 8th May was delivered in London on the 6th June.

Mr Ben Tillett, the English Labor Leader, is at present in Australia, the trip being made for the benefit of his health.

Sir Nathaniel Nathan, brother of Sir Mathew Nathan, late Governor of Hongkong, was in Colombo on May 19 on his way home by the German mail steamer.

The Nederlandsche Handel-Maatschappij (Netherlands Trading Society) has declared a dividend of 8 per cent. for the year 1906. A cable to this effect has just come to the local manager.

It is stated in Glasgow, reports "The Times," that the contracts for six steamers, each of 8,000 tons, for the British Australian mail service, have been placed. Two steamers will be built on the Clyde, two at Newcastle, and two at Sunderland.

Happy is the country that has no history, says an Indian exchange. Equally fortunate is the community that is without an ass. Yet seemingly the latter axiom is not universally admitted. It was lately discovered that in the whole of Karachi, strange to say, there was not a single ass, and in place of self-congratulation the community actually began to repine. The type had apparently become extinct. The public feeling at this realisation became acutely concerned. It threatened that if at some future period an ass did peradventure appear on the scene there might be difficulty, from the lost acquaintance with the type, in identifying the genus, so the municipality set to work to procure a specimen to preserve in the Zoo. They have succeeded, and this explains the presence, among other rare collections to be seen in the mengerie garden, of the common or *dhobi's* donkey.

Commenting upon the proposed all-British route to Australia the "Times of Ceylon" remarks: The Colonial Conference has been convinced that five days could be saved for mails from London to Australia—presumably to Sydney—if conveyed *via* Canada. We should like to see the figures of times and distances; and must presume, that to effect this result, a very fast, and, therefore, expensive service would have to be established. But if as good a service were established on the present route, five days could be knocked off the existing schedules. Who, then, is to pay for the more expensive service? Canada would stand to score heavily, and presumably would pay a good annual sum; but it would not pay all. New Zealand would be better served, no doubt, by the Vancouver route; but Australia would gain little, seeing that additional money spent on the Suez Canal route would reduce the time by several days. Great Britain would not desert the P. and O. Company; and only recently it was demonstrated that this Company could carry the mails quicker to Hongkong than could the Canadian Pacific Company. The Far East is involved as well as Australia, and in both Colombo is directly concerned to keep things as they are as regards route while hoping for substantial improvements with every new mail contract.

AUSTRIAN PARLIAMENT.

Socialists the Strongest.

LONDON, May 25.

The second ballots for the Austrian Reichsrath are now finished. The Reichsrath comprises no less than twenty-one parties, whereof the strongest is the Socialist, with eighty-two members, and the Anti-Semites, with sixty-six members. There are 425 members in the Lower House.

THREE TYNE HEROES.

A deplorable accident, resulting in four deaths, but marked by splendid gallantry on the part of three persons, took place on May 4 on the Tyne.

Twelve men of the 4th Company Royal Naval Volunteer Reserve were practising in a whaler off Hebburn, under Chief Petty Officer Martin, when a gust caused the boat to heel over, all the crew being thrown into the water.

The skipper of the ferry-boat close by, Isaac Neilson, threw out all the lifebuoys he had, and then plunged to the rescue, saving a man named Hugill.

Another civilian, David Blaylock, of Newcastle, in like manner rescued another of the Volunteers.

Martin made most heroic efforts to save three of his comrades and succeeded in rescuing two. Both Blaylock and Neilson saw him treading water with a man in each arm; while, when he was pulled on to the ferry, he was found to be holding the lanyard of a man named English, who was, unfortunately, drowned. Three other men also perished.

SOMETHING EVERY FAMILY SHOULD KEEP.

MR L. P. Turner, of Grayville, Natal, has used Chamberlain's Colic, Cholera and Diarrhœa Remedy successfully in his home and writes the manufacturers of this medicine as follows: 'We are never without this remedy in our house and it certainly deserves success as it is worth more than you claim for it.' For pain in the stomach, diarrhœa or infantile cholera, this remedy has no equal. It has been used in many serious and dangerous cases and has never been known to fail. For sale by all chemists and storekeepers.

UNANIMOUS!

The Presidency of the Sanitary Board.

We are pleased to see amidst the great controversy that the report of the Sanitary Commission evoked a marked unanimity existing in regard to one of its crucial recommendations. Note the dates.

Section 317 of the Report, dated March 19:

This state of affairs must inevitably lead at times to a certain amount of friction, and we would strongly urge that the Principal Civil Medical Officer under no circumstances be President of the Board. The post of President might we consider with advantage be left to the decision of the Board, the President to be elected annually.

Mr May's minute on the report, Section 16, p. 11, dated April 12:

The Commissioners' argue not without some force that the Principal Civil Medical Officer cannot have sufficient time to administer the Department . . . . Instead of a glorified Secretary I would introduce, as soon as opportunity offers to do so economically, a working Head of the Department who can devote the whole of his time to the Department. He should be nominated by the Governor to be Chairman of the Board the constitution of which might otherwise be as suggested by the Commissioners, viz., 4 official members and 6 un-officials including the Principal Civil Medical Officer. In making this recommendation I do not wish to be understood to cast any reflection whatever on the administration of the Department by the Principal Civil Medical Officer.

Dr Atkinson's rejoinder, the last paragraph, dated May 13:

Finally since my return to the Colony the work of the Medical Department has increased so much that I feel that I cannot with justice to myself continue to undertake in future the administration of two such large departments as the Medical and the Sanitary.

THE VERONA-CHOISING COLLISION.

Arranging for Refloating.

The work of removing the cargo from the stranded steamer Choising was continued to-day and is now practically concluded. Surveyors have been busy examining both vessels and it is probable that within a couple of days the Choising will be towed off for docking. We understand that the Hongkong and Whampoa Dock Company are to take the work in hand, if they have not already done so.

This morning workmen were busy shoring up the first bulkhead—the boiler room bulkhead—in order to enable it to withstand the heavy pressure of water to which it is subjected. So far no water has found its way into the boiler or engine rooms and steam is still being kept up. No difficulty is anticipated with regard to towing the Choising off.

The Verona suffered comparatively little and it is believed that she can be repaired without docking, as the injuries to her starboard bow are not much below the water line and when she is lightened workmen can do all the necessary repairs.

THE STANFIELD CASE.

Question of Negligence.

The action in which Chi Wo and Company, of 29 Wing Wo Lane, shipbuilders, sued the Fumigating and Disinfecting Bureau, Limited, No. 3 Pedder Street, for $4,023.00, damages sustained by the steam launch Hoi Po by striking—on October 21, 1906,—the hulk Stanfield in the harbour, was continued at the Supreme Court to-day, before His Lordship Sir Francis Piggot (Chief Justice).

Sir Henry Berkeley, K.C., (instructed by Mr A. G. Jackson, of Messrs Johnston, Stokes and Master) appeared for the plaintiffs, and Mr M. W. Slade (instructed by Mr F. P. Hett, of Messrs Brutton and Hett) represented the defendants.

Mr Slade submitted that the plaintiffs had failed to make out a case against the defendants. It was perfectly clear that Mr Gorham was not the owner of the hulk at the time of the collision and was not responsible for the lighting of it. It was admitted that he had claimed from the insurance office for a total loss and had been paid for a total loss on the hull. That fact divested him of any responsibility for the hull. The machinery was not portion of the hull; it was disinfecting machinery and as such was in the same position as goods on board. Mr Gorham had no obligation to see to the lighting of the hulk, though prior to October 21, at the request of the Harbour Master, he did arrange for the lighting.

In the second place, argued Mr Slade, the action was brought at Common Law, and must be dismissed without calling upon the defendants to give any evidence by reason of contributory negligence on the part of the plaintiffs.

As Captain Morrison (sitting as Assessor) would be unable to sit after to-morrow, it was decided to take evidence upon the point of negligence only, in order to obtain Captain Morrison's opinion on that point.

Evidence was then called and the case was again adjourned.

BY TELEGRAPH.

THE UNREST IN INDIA.

The Government's Palliative.

Proposed Reforms.

(*From Our Special Correspondent.*)

LONDON, June 6.

In the House of Commons Mr J. Morley, Secretary for India, announced that the Indian Budget indicates among others, the following reforms:—

The establishment of an Advisory Council, consisting of the most notable people in India and the enlargement of the Governor-General's Council, and the Provincial Councils.

The time had now arrived, continued Mr Morley, when the Imperial Government could safely nominate one or two Indian members to the Indian Council.

HOME POLITICS.

The Middlesex Seat.

(*Exclusive Service, supplied by Reuter, via Bombay.*)

LONDON, June 6.

Lord Ronaldshay, Unionist candidate for Hornsey, Middlesex, has been returned unopposed.

THE RUSSIAN RIOTS.

Sentences of Death.

(*Exclusive Service, supplied by Reuter, via Bombay.*)

LONDON, June 6.

Eight political prisoners in Russia have been sentenced to death for participating in the mutiny at Riga prison on April 15.

[REUTER'S SERVICE.]

THE DERBY.

LONDON, June 5.

1. Orby
2. Woolwinder
3. Slieve Gallion

LATER.

The weather was fine after some morning rain.

The King, the Prince and Princess of Wales, and other royalties were present.

The winner's time was 2 m. 44 secs.

THE STRIKE AT MARSEILLES

LONDON, June 5.

The Seamen's central organization at Marseilles have repudiated the decision of the Committee sent to negotiate with the Government, and have ordered a continuation of the strike till their demands are granted.

The strike continues accordingly.

JAPANESE CRUISERS IN ENGLAND.

LONDON, June 5.

A continuous programme of festivities has been arranged in honour of the crews of the "Tsu Kuba" and the "Chitose."

A large party will visit the Horse Show at Olympia, where the principal officers will be presented to the King and Queen.

SENSATION IN BERLIN.

Prominent Officials Resign.

LONDON, June 5.

A sensation has been caused in Berlin by the resignations of Prince Eulenburg, the influential court personage; Count Hohenau, the Emperor's A.D.C.; and of Count Kuno Moltke, the commander of the Berlin garrison.

The resignations are due to revelations in the press, showing that the resigned belonged to a clique which was unduly influencing the Emperor in obtaining positions for their friends.

The E. and A. Co.'s new steamer Aldenham brought 3,000 tons of cargo from Australia, including large lines of flour and wool. She is captained by Captain Hood, R.N.R.

The steamer Thorthil, bound from New York to Brazil, caught fire, and foundered, in mid-ocean last month. The crew, numbering 20, took four of the boats, and sailed 870 miles, landing at Barbados on the eighth day after the sinking of the steamer.

CHAMBERLAIN'S PAIN BALM.

IT is an antiseptic liniment and prevents blood poisoning resulting from a cut or bruise. It also causes the parts to heal without maturation and in much less time than when the usual treatment is employed. For sale by all chemists and storekeepers.

BY TELEGRAPH.

AN OPIUM RIOT.

The Kaihsien Affair.

(*From Our Correspondent.*)

PEKING, June 7.

The riot at Kaihsien, Szechuen, which resulted in the destruction of the China Inland Mission Station, was caused through the steps taken to suppress the cultivation of poppies and the sale of opium.

A German gunboat has gone to Wanhsien, twenty miles from Kaihsien.

The Government is anxious on account of the arms and ammunition being smuggled into China, and has ordered the Viceroys to instruct the Customs authorities to keep the strictest watch at Shanghai and the Yangtze ports.

THE ANTI-OPIUM CRUSADE.

(*From a Correspondent.*)

CANTON, June 6.

The anti-opiumists in Tungkun have been making special efforts to bring the evils of the habit before the people, and to urge them to desist therefrom. In the first place those who are in earnest about the matter have been getting a supply of the herb, which the Chinese call Chunghing grass, and have been preparing the decoction for those who come for it. But they have not been satisfied with this. On Sundays they have been preaching against the use of opium, and there have been large audiences. In addition to this they have sent representatives to Canton, to the anti-opium societies there, and have urged the leaders to take up the public preaching against the use of the drug, and the Canton leaders have consented to fall in with the proposal. Indeed some men have been sent from Canton to Tungkun to see what is going on, and whilst they were there they were surprised to see the interest aroused, and the energy of those who are pushing forward the public preaching against the use of opium.

CANTON.

(*From Our Correspondent.*)

CANTON, June 6th, 1907.

Abduction is a very common occurrence in every section of this province, but it seems that the vile beings who ply this nefarious art have been unusually active lately, and the police department of Canton have recently addressed a communication to all of the magistrates in this prefecture calling upon them to use all possible means to prevent such practice. The penalties to be dealt out to the principals and abettors are stated, and include death by beheading for abducting and selling a person for export to a foreign country, death by strangulation for aiding in this crime, and the same penalty for abducting and selling a person to one in China. The abettor in this last crime is to be banished for life (possibly to Hongkong). Day before yesterday a hotel near the Steamboat Company's wharves was closed up for receiving persons who had been abducted and for aiding their captors in securing passages on the steamers. One of the head officials of the police department went in person, accompanied by a body guard of soldiers, to "seal" the hotel.

SANITARY MEASURES.

I wrote recently of the order to remove all shop signs that obstruct the streets. The people seemed disposed to obey the order and many of the streets now present a very different and a greatly improved appearance.

It is pleasant to note that new emphasis is being placed upon the importance of cleansing the streets. A paragraph in this morning's paper points out that summer is now upon us and that the danger of disease from decaying refuse is very great. Several members of the police force in each district are charged with the special duty of seeing that all rubbish is removed and that the streets are thoroughly cleansed.

THE CLAN FIGHT.

News has reached Canton that a very serious clan fight has taken place in San Wooi District, about 25 miles southwest from the district city, between two clans, surnamed Chan and Chung. There has been bad blood between them for a long time. A few days ago some trifling matter caused a very serious clan fight. The Chungs number only six or seven thousand, while the Chans are over ten thousand. In the recent fight between four and five hundred Chans were killed and wounded, and many of their houses were burned. The Chungs suffered considerably but it seems that they were victorious. Other nearby clans took a hand in the matter. I hear that the San Wooi Magistrate sent some soldiers to restore order. This is one of the most serious clan fights I have heard about for several years.

THE VICEROY.

The report that Viceroy Chou Fu had left Canton probably arose from the fact that he has sent his family up to Yangchow. He has been ordered to remain here until Sham comes to take over the government.

CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.

THIS is unquestionably the most successful medicine in use for bowel complaints, and it is now the recognized standard over a large part of the civilized world. A few doses of it will invariably cure an ordinary attack of Diarrhoea. For sale by all chemists and storekeepers.

THE SANITARY COMMISSION.

Dr Atkinson's Comment.

The following minute, by the Principal Civil Medical Officer on the Report of the Public Health and Buildings Ordinance Commission, was laid on the table at the Legislative Council meeting yesterday:

In 1897 I was appointed President of the Sanitary Board. In 1899 I went home on leave and during my absence in 1900 a popular agitation was raised against the Government on account of the continued prevalence of plague and of the fact that several Europeans had been attacked that year by this disease. It was stated "that the Sanitary Department was inadequately staffed, the system of drainage was unsuitable, that if plague, malaria and kindred diseases were to be stamped out money must be spent, the Government must not help sacrificing its reversion and the wealthy landlords their incomes." A great bid was made that year for the establishment of a Municipal Council for the City of Victoria.

The result was that two Commissioners were appointed, I was recalled from leave and in the winter of 1901-2, on the recommendation of Professor Simpson, a general cleansing of the City was effected by the Sanitary Staff. The Staff was increased by the addition of two Assistant Medical Officers of Health and five Senior Sanitary Inspectors were obtained from England. A new Public Health and Buildings Ordinance (No. 1 of 1903) was passed which practically incorporated all the previous public health enactments and gave much greater powers than had been previously possessed in dealing with cubicles, overcrowding, methods of combatting epidemic disease, &c. This Ordinance was practically drafted by Professor Simpson and Mr Chadwick with the assistance of the Director of Public Works and the Medical Officer of Health.

Shortly after this Ordinance became law Dr. Pearse (the Acting Medical Officer of Health) and myself—Dr. Clark being then away on leave—at the request of Sir Henry Blake, explained to a meeting of the principal Chinese residents the meaning of the various new sections dealing with external air, cubicles, overcrowding, &c. I mention this as the Commissioners say in their report that too little attention has been given to the importance of enlisting the co-operation of the Chinese. Notwithstanding all that was being done plague still continued and in the spring of 1903, Sir Henry Blake's experiment was made, whereby the Chinese were taught the good effect of cleansing their houses. As a practical result of this experiment we have been able to obtain the co-operation of the Chinese in the cleansing processes which are now periodically carried on by the inhabitants themselves at a comparatively small cost to the Government, the Sanitary Department supplying the cleansing materials and carrying away the rubbish.

The cleansing operations in 1901-2 cost $81,352.89 whereas in 1903-4 they cost the Government less than $7,000.

It is difficult to dogmatise concerning the effects certain measures have produced in dealing with a disease like plague, but I am convinced that the marked diminution which has occurred in the number of plague cases during the years 1904, 1905 and 1906 is a direct result of these cleansing processes carried out voluntarily by the inhabitants themselves, the average annual number of cases during these three years being 542 as compared with an average of 1,212 cases for the years 1901-1903. The increase in 1906, as compared with 1905, was I think due to the scarcity of water in the spring of that year interfering with the cleansing operations. In 1903, it was found that certain sections of the New Ordinance were unworkable and an amended Ordinance was passed in December of that year appointing the Principal Civil Medical Officer the administrative head of the Sanitary Department. This came into effect on December 19th, 1903, and from that date until my departure on leave in March, 1905, a period of fifteen months, I acted as Head of the Department.

During my absence on leave, in May, 1906, the Commission which has just issued its report was appointed by Sir Mathew Nathan.

Paragraphs 131, 156, 171, 202, 252, 284, 324, 351, 368-9, 398-9.—Concerning the report as a whole it is open to the remark that it is unjudicial in tone. As bearing out this statement I would call attention to the vague sweeping and serious findings where conclusions have been arrived at which the Commissioners do not in their report cite any evidence to support.

It is not so much what is said as what is inferred that I consider so unfair.

I must protest against the way in which the Inspectors and Servants of the Department have been branded, as in the latter part of paragraph 398 where they state "no man is apparently too poor to be exploited, and there is no form of exaction, however mean and contemptible, to which the Inspectors and Servants of the Sanitary Department will not stoop."

It is much to be regretted that some of the Inspectors have so demeaned themselves as to accept bribes but why the whole of the Staff should be stigmatised in this way is most unjust.

There are 35 Sanitary Inspectors. Of these 5 were found guilty of corrupt practices and dismissed, while I was transferred to another Department, while the cases of 2 are still under consideration; the cases of 8 others were inquired into and the Commissioners reported that in their opinion the charges had not been proved. No charges whatever were made against the remainder.

I am sure that there are many of the Officers and Servants who are straightforward and trustworthy men and I have much pleasure in bearing testimony to this.

There are several paragraphs I would refer to more in detail:—

Paragraph 37.—This was not referred to me at all as my evidence will show.

Paragraph 135.—There is no case quoted. If case were quoted papers could be referred to and probably the cause of delay explained. During the 9 years the Surveyor has been here there has not been a case of unnecessary delay in passing drains—the evidence of Mr Lemm bears this out.

Paragraph 139.—There is only the evidence of Chinese witnesses to bear out this statement, and from the evidence it will be seen that over and over again distinctly leading questions have been put to the witnesses. That Inspectors should deliberately break down drains seems to me most unlikely.

Sam Iu is not an authorised drainage contractor, I have ascertained that about 3 years ago he fixed a trap in Hollywood Road, but with this single exception he has not to the knowledge of the Sanitary Surveyor carried out any drainage work.

About March 1906 and again about 3 months ago he asked for permission to carry out certain drainage works. On each occasion he was told to make an application to the Board in the usual way.

Paragraph 141.—Ngai Yung On, the witness referred to, was removed from the list of authorised drainage contractors in the early part to 1904. Previous to this he had been cautioned on several occasions about his bad work.

Paragraph 146.—The modification of the plague procedure here referred to originated in a minute from Dr. Pearse, after a consultation which I had with him on the subject as to what preventive measures should be undertaken in the winter of 1903-4. His minute was brought before the Board and at a meeting held on the 8th October, 1903, it was decided, on my recommendation, that the cleansing should be carried out by the people themselves with the assistance of the Sanitary Staff.

Paragraph 148.—In my evidence I distinctly stated that the first issue of Carbolacene was made to Chief Inspector Dandy and that he in all likelihood had suggested the use of this disinfectant.

Paragraph 156.—No evidence is produced to support this sweeping statement.

Paragraph 158.—This has been fully dealt with in the Colonial Secretary's remarks on the report. I would add that I have over and over again requested the Chinese members of the Board to assist us in any new departure by explaining our intentions to the Chinese, e.g., last winter when the cleansing operations were altered, in accordance with the finding of the Indian Plague Commission that fleas were the intermediary between infected rats and man, they were requested to try and get the Chinese in Victoria to give up their clothing so that this might be freed of these pests by transmission through the Disinfector.

Notwithstanding that explanatory articles were inserted in the Chinese newspapers by the Government, and that compensation was promised for any damaged articles, up to quite recently no one in Victoria has done this although in Kowloon thousands of articles have been dealt with in this way.

Paragraphs 159-164.—The abominable practice of dumping dead bodies in the streets was in vogue before 1894, the first year in which plague occurred, as was shown by the reports of the Captain Superintendent of Police.

The establishment of free dispensaries and district hospitals in December, 1905, has had no effect in diminishing this dumping as last year no less than 1,447 dead bodies were left in the streets, etc., in this way.

Paragraph 163.—It is absurd to talk of leaving the disinfection of the houses to the Chinese themselves. It was cleansing that was done in 1903 at West Point not disinfection. This conclusion arrived at by the Commissioners denotes a confusion of evidence in their minds.

Paragraph 166.—It is not a fact as stated that rat-catching coolies are almost left to their own free will, they are under the supervision of Foremen and Inspectors.

Paragraph 173.—Sam Iu has not to the knowledge of the Sanitary Surveyor ever done any work at the cemeteries.

Paragraph 199.—This is not in accordance with fact. I have concerned myself in the conduct and supervision of the cemeteries and could have produced written minutes to prove this had I been asked to do so by the Commission.

Paragraph 202 is misleading, a case was reported to me by one of the Inspectors not as a result of but prior to investigation by the Commission. This is referred to in the Colonial Secretary's minute.

Paragraph 213.—There are plans of the cemeteries showing boundaries kept at the office; the Medical Officer of Health has reported that he considers it impracticable and to serve no wise purpose to have plans showing each grave space in the Chinese cemeteries, the number of the grave can always be obtained by reference to the Register.

Paragraph 214.—I quite agree with and certainly think that all bodies should be inspected by a medical man. This is purely a question of staff; at present the Medical Officer of Health at Kowloon is doing this.

Paragraph 224.—It is quite impossible for the Medical Officers of Health to personally inspect all premises concerned in prosecutions for offences against the Public Health and Buildings Ordinance.

The Inspectors report on facts only and on the merits of the case the Medical Officer of Health decides whether it is one for prosecution or not.

In the case of all nuisances legal notices are first served and then letters are sent before prosecution is instituted.

In the cases of premises unfit for habitation the Medical Officer of Health would not only visit the premises but give evidence in Court, and he sometimes does so in other cases.

Paragraph 231.—The recommendation in this paragraph is uncalled for, as in the case of nuisances a notice is invariably served.

Paragraph 250.—Plague has considerably decreased as the figures in Appendix A shows.

Paragraph 252.—As I stated in my evidence the Commissioners do not understand the way the Government controls the expenditure of its departments. The report of the Local Auditor distinctly disproves this statement. (See Enclosure V in Colonial Secretary's minute.)

Paragraph 260.—Proper books are kept and are regularly checked by the Auditor.

What I meant to convey was not that proper books were not kept but I had to complain that an index of the records had not been made so that it was difficult to refer back to papers for information, this has been in course of preparation and is now practically completed.

Even assuming the premises to be correct, which is not so, it does not warrant the conclusion "that corruption was ripe in the very heart as it were of the Department."

Paragraph 274.—A great deal has been made out of the question of the Standing Orders, before the passing of Ordinance 23 of 1903 the Sanitary Board framed the Standing Orders for the Officers and Servants.

During 1903 these orders had been under consideration by the Board for months and the final corrected proof came up for confirmation at a meeting of the Board in December and was approved by the Board.

When Ordinance 23 of 1903 became law the Principal Civil Medical Officer as administrative head had to control the subordinate staff. In doing so he adopted the orders approved by the Board amending them afterwards as occasion required, it is absurd to think that I presented these orders to the Board for confirmation with the distinct object of slighting the Board!

Paragraph 284.—This is not in accordance with fact as each Officer or Servant when appointed has a copy of the rules given to him and many of them have from time to time been punished for a breach of them.

Paragraph 285.—What I tried to convey was that up to the appointment of Dr Pearse the Medical Officer of Health was more frequently in his office but that after the appointment of the Assistant Medical Officers of Health less office work was required and therefore there was more personal out-door supervision.

Paragraph 290.—During the 8 years before the appointment of the Commission three Officers of the Department were tried in the Supreme Court for corrupt practices.

Paragraph 306.—I do not know what is meant by the statement that I was largely instrumental in formulating Ordinance 23 of 1903.

Shortly after my return to the Colony in 1901 I wrote in to the Government and strongly recommended that the Sanitary Board be abolished and a Sanitary Department be appointed and I am still of the opinion either that this should be done or that a Municipality should undertake the Sanitary Administration of the Colony. I doubt very much however whether there are a sufficient number of public spirited citizens who have the interests of the Colony sufficiently at heart to undertake this.

Paragraph 317.—I deny that any such friction has occurred.

Paragraph 324.—I deny that there has been absence of system and discipline and to prove this I attach a copy of the Standing Orders for the guidance of Officers. A punishment book is kept in which are entered all breaches of discipline.

Paragraph 351.—I do not know what is meant by ignoring the status of the Secretary. This reference to the one-man-system and indeed the whole paragraph is simply another way of stating the opinion of the Commissioners that there should be a Municipality.

Paragraph 368.—I fail to see that any proper objection can be taken to the meeting of the Inspectors referred to in this paragraph.

Paragraph 395.—Foo Sik does very little drainage work. Nearly all his work is by contract and is measured. Sam Iu (see answer to paragraph 139) and Tsang Ying do a fair amount of drain work but so do Cheong Hoi, Lam Woo, Lee Kee, Hing Shing, Young Yuk, and C. E. Warren.

Finally since my return to the Colony the work of the Medical Department has increased so much that I feel that I cannot with justice to myself continue to undertake in future the administration of two such large departments as the Medical and the Sanitary.

J. M. ATKINSON.

13th May, 1907.

HONGKONG VOLUNTEER CORPS.

It is proposed to hold a class once a week for the purpose of training the N.C.O.'s in detailing drill, etc., commencing on Wednesday, the 12th instant. The Commandant hopes that all the N.C.O.'s will attend these classes. Sergt. White, R.G.A., will attend.

Recruits' Parade. At Volunteer Headquarters at 5.30 p.m. on Wednesday, the 12th instant, for instruction on the Mechanism of the 303 Maxim Gun. Sergt. Windsor, R.G.A., will attend.

At the examination of the Ambulance class held at Headquarters on Monday, the 27th May, 1907, the following N.C.O.'s and men passed and have been awarded a certificate for the same:—

Sergt. A. J. Darby — Gunner E. P. Lang.
Corpl. F. O. Day — ,, J. L. McPherson
,, A. E. Wright — ,, H. W. Watling.
Gunner A. J. Pugh — Sapper A. H. Todd.
,, F. M. Crawford

Bombr. H. Arthur is permitted to revert to rank of Gunner at his own request with effect from the 20th May, 1907.

Gunner H. Arthur is granted leave of absence for 8 months out of the Colony with effect from the 21st May, 1907.

Mr. B. N. Spens joined on the 30th May, 1907, assigned Troop No. 51 and posted to the Troop.

Sapper L. Lazarus is permitted to resign on leaving the Colony with effect from the 22nd May, 1907.

Trooper N. H. Rutherford is permitted to resign on leaving the Colony with effect from the 23rd May, 1907.

Bombr. J. F. M. Whyte is permitted to resign on leaving the Colony with effect from the 23rd May, 1907.

SUMMER DIARRHOEA IN CHILDREN.

DURING the hot weather of the summer months the first unnatural looseness of a child's bowels should have immediate attention, so as to check the disease before it becomes serious. All that is necessary is a few doses of Chamberlain's Colic, Cholera and Diarrhoea Remedy followed by a dose of Castor oil to cleanse the system. Sold by all chemists and storekeepers.

SHANGHAI IN PARAGRAPHS.

(*From Our Correspondent.*)

SHANGHAI, June 1.

Fun and frolic do not describe the spring meeting of the Shanghai Rowing Club. I will put it plainly, the Regatta, anyhow from the spectators' point of view, was a frost. To begin with, although it is an old saying, it must once more appear in print, the Wihngpao is entirely unfitted for a Regatta, and now the finish is no longer opposite the Public Gardens, where a would-be admiring crowd could sit and chat between the long intervals, well we simply stay away. Some very ardent souls, including some of the fair sex, did manage to arrive at the Tungkadoo Pontoon, 'way up the River, where the finish was to be witnessed, but the intervals between the various events were so long it became monotonous. If we only could have strolled about somewhere, it would have been better and although we were thankful for the seating accommodation which had been provided we heartily agreed that a dirty old wharf was not the nicest place on which to while away a Saturday afternoon. Even tea did not refresh us and our last remnant of cheerfulness vanished after the contest of the Hong Fours for Sir Alfred Dent's Challenge Cup. This was to have been the race of the meeting but as Messrs Carlowitz and Co.'s men did not compete, only two boats remained—Messrs Arnhold, Karberg and Co. and the Chartered Bank. The latter was so immensely superior we could not get up any enthusiasm over their easy victory. I think the Spring Regatta of the Rowing Club is doomed, that is, if it still continues to be held in Shanghai. The opening up of the Railway has developed the autumn regatta on the Quinsan Reach into an extremely popular sporting fixture and already arrangements are being made for next October in order to remedy the defects of the last meeting. When it was only possible to reach the spot by houseboat, people hesitated about going because it meant about three complete days away from business, but it is so easy now to keep your houseboat up on the reach and journey to and fro as business demands and we look upon it as a Shanghai Henley, devoid perhaps of much of the splendour but of not a little of the enjoyment.

The International Fancy Fair and Fete in aid of the famine sufferers has proved one of the most successful undertakings Shanghai has ever promoted and it is estimated that after deducting expenses which amounted to something like $3,000 the Committee will be able to hand over $60,000 to the famine authorities. Before the opening day 20,000 tickets were sold and that was testimony to the kindly intentions of the visitors before they were able to see for themselves the wonderful transformation of the Changsai-ho Gardens. The main hall might have served as a model for an Oriental Exhibition at the Olympia or Earl's Court and sales were extremely brisk with little quibbling over the dollar, although as far as Chinese curiosities went they were to be bought really cheaper than in the native shops. The great feature of the fete was its cosmopolitan character and the support of the various consular ladies rallied to the fore the leading ladies of nearly every nationality in Shanghai. Thus it was that the various stalls were named after the country of the ladies who managed it and it was easy to say the name of each by the contents. These various nationalities were working for one end and English, Scotch, Chinese, Russian, American, Spanish or Portuguese shared the versatile gaiety of their Irish comrades and made the bazaar a huge success. It is earnest of the white man's sympathy for the yellow man's trouble and should do more to cement the bonds of friendship between the Chinese and the strangers within their gates than any number of Government edicts and cut and dried treaties and so after the really exhaustive labours of organising this charitable work we are very content with the brightness of the laurels we have gained.

There is not much to say about the spring show of the Shanghai Horticultural Society. The exhibits were varied and some of them beautiful and we are fortunate in possessing a Public Gardener such as Mr D. Macgregor who is not only a man of great skill in his art but can boast a very pretty eye for colour effects. However, the spring show never does equal the autumn collection. The roses are finished and this year the fragrance of the sweet pea was departing, hurried out of existence by those few days of extreme heat we experienced a week ago. The Chinese were once again well to the fore and some of their exhibits evinced a very high order of merit. It was strange to see gooseberries nestling in cool green cabbage leaves and to sigh for the huge bundles of homely looking rhubarb. To my mind the big market baskets plentifully laden with green peas, French and broad beans, fresh lettuces and so on were as attractive as the table and vase decorations. There is a fair amount of artistic ability in the Settlement and we ungrudgingly award to Miss Ada Law first prize in this direction. Flowers in her hands deserve another name and she can transform a simple daisy into some rare exotic with cunning arrangement and blending of colours. That is fair enough, but I do wish private individuals as well as Mr Macgregor would discontinue experimenting with the dear old English flowers. The Canterbury Bell is a graceful flower and we love its hollow bell, so why curl up its edges, give it a frill or make it into a double specimen. It really looked as if they were experimenting in the same way with the velvet pansy and that would indeed be a crime against nature.

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A somewhat peculiar case will next week come on for second hearing at the French Consular Court. Last October the floor of a certain house in the Kiangse Road collapsed thereby killing a Norwegian Marine Engineer and severely injuring Miss Elsie Harris. The latter now brings suit against Miss Ballard, the owner of the houses, for Tls. 15,000 damages. Her Attorney contends that she received these injuries as a direct result of the negligence of the landlady. However, M. Bourgeat, counsel for the defendant, puts forward the plea that as the premises were used for illegal purposes the case could not come before the Court. It is a peculiar point and Consul General Ratard will have to think over the matter before he decides one way or the other.

The richest in our little land are shaking the dirt of Shanghai from their feet and departing for England. Therefore, the long-suffering shareholders of the Old Dock Company are mighty glad, because these wealthy gentlemen are directors of this unfortunate Company. Rumour has it that Messrs Prentice, Cranston, Groundwater and Von Rucker have been asked to retire, and as their salaries are supposed to total up to Tls. 1,800 each per month, a considerable saving will be effected and so perhaps the shareholders will see some of their own back again. Circumstances certainly point to the truth of the statement because at the end of this month the greater portion of the Old Dock property passes into the hands of the China Merchants Steamship Navigation Company, and so, of course, expenses must be curtailed. There are many unkind enough to say that by simply requesting these directors to retire an immense saving will be the result and the Company will in no manner lose by their absence.

A disastrous fire started in the Native City last Thursday. It originated in the kitchen of a native shop at eleven in the morning and by ten at night a quarter of a mile had been swept clean, including many important places of business. Owing to the absence of a fire brigade and an altogether inadequate supply of water the flames could not be checked at their commencement and even when the French Fire Brigade went to the help of their Chinese friends, and they in turn were assisted by bodies of men landed from the foreign warships lying opposite the scene of the conflagration, very little could be done because of the lack of water and so the fire practically burnt itself out leaving behind a damage it is as yet impossible to estimate.

LONDON TO JAPAN IN 17 DAYS.

May 5 was the first day of a through railway connection between London and Japan, via the Trans-Siberian Railway.

The first passengers to make use of this route left by the nine o'clock morning boat train from Charing Cross.

The route shortens the journey to Japan by seven days, the quickest journey previously having been by way of Canada and Vancouver, and thence by sea to Yokohama, a journey that occupied twenty-four days. By the new route Japan can be reached in seventeen days.

The passengers who left on May 5 could reach Moscow on May 8; Irkutsk, on Lake Baikal, in the very heart of Asia, a week later; and Vladivostock on the Monday morning after.

From this point by boat across the Sea of Japan is but a day's journey.

The fare from London is £45 first and £32 second class, meals being contracted for by the railway companies at the moderate rate of 6s. a day.

The trains are most luxuriously appointed, containing, besides the ordinary compartments, spacious reading and recreation rooms.

A representative of the International Sleeping-Car Company, which issues tickets for this journey, told the "Daily Mirror" that many applications for bookings had already been received.

"This service will in future start from London every Sunday morning. It is hoped even further to reduce the time, as the Russian Government are about to lay a double line of rails."

HIGH PRICED PORTRAITS.

Some surprising prices were realised at Christie's picture sale on May 4, remarkably high figures being attained for what were generally considered unimportant canvases.

Thus for a small panel portrait of "A Divine," by C. Amberger, 3,700 guineas was obtained, while another panel, "Salvator Mundi," by J. Van Scorel, was knocked down at 2,000 guineas.

Two Venetian subjects by Guardi went for 520 guineas and 400 guineas respectively, and the "Head of a Young Boy" (Romney) fetched 420 guineas.

The sale on Saturday was notable as being the last picture sale to be held at Christie's on a Saturday, the proprietors having resolved, in deference to a generally expressed desire, to change the day to Friday.

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

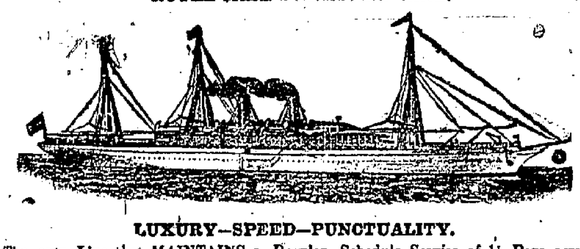
WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named :—

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	SYRIA, Capt. D. C. Gregor, R.N.R.	About 8th June.	Freight and Passage.
LONDON	MALACCA, Capt. C. J. Benton, R.N.R.	About 11th June.	Freight and Passage.
SHANGHAI	DELTA, Capt C. L. Daniel	About 13th June.	Freight and Passage.
LONDON, VIA USUAL PORTS	MALTA, Capt R. A. Peters	Noon 15th June.	*See Special Advertisement*
LONDON & ANTWERP	NUBIA, Capt. F. J. Fox	About 20th June.	Freight and Passage.

E. A. HEWETT, *Superintendent.*

P. & O. N. Co.'s Office. 86

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the PACIFIC is the 'EMPRESS LINE.' SAVING 5 TO 10 DAYS OCEAN TRAVEL.

11 DAYS YOKOHAMA TO VANCOUVER.
18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. *(Subject to Alteration).*

R.M.S.		LEAVE HONGKONG	ARRIVE VANCOUVER.
TARTAR	4425 TONS	WEDNESDAY, June 19	July 13.
EMPRESS OF CHINA	6000 TONS	THURSDAY, July 4	July 22.
ATHENIAN	3882 TONS	WEDNESDAY, July 17	Aug. 10.
EMPRESS OF INDIA	6000 TONS	THURSDAY, Aug. 1	Aug. 19.
MONTEAGLE	6163 TONS	WEDNESDAY, Aug. 14	Sept. 7.
EMPRESS OF JAPAN	6000 TONS	THURSDAY, Aug. 29	Sept. 16.

'EMPRESS' Steamers will depart from Hongkong at 4 P.M.
" Intermediate Steamers at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Empress and at Quebec, with the Company's new palatial 'EMPRESS' Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.
Intermediate on Steamers. " " £40. " " £42.
" " " and 1st Class Railways...

R.M.S. *MONTEAGLE, TARTAR* AND *ATHENIAN* CARRY *INTERMEDIATE* Passengers only at intermediate rates, affording superior accommodation for that Class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK,
General Traffic Agent for China.

CORNER PEDDER STREET and PRAYA, Opposite Blake Pier.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	KAMAKURA MARU, Capt. H. Fraser, Tons 6126	WEDNESDAY, 12th June, at Daylight.
	HITACHI MARU, Tons 6750 Capt. Wm. Townsend,	WEDNESDAY, 26th June, at Daylight.
VICTORIA, B.C., AND SEATTLE, WASH., Via SHANGHAI, MOJI, KOBE & YOKOHAMA.	* TANGO MARU, Capt. A. E. Moses, Tons 7463	TUESDAY, 11th June, at Daylight.
	* AKI MARU, Capt. M. Yagi, Tons 5444	TUESDAY, 25th June, at Daylight.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	KUMANO MARU, Capt. N. Mathieson, Tons 5076	FRIDAY, 14th June, at Noon.
	YAWATA MARU, Capt. T. Harrison, Tons 3817	FRIDAY, 12th July, at Noon.
BOMBAY, VIA SINGAPORE AND COLOMBO.	‡ BOMBAY MARU, Capt. S. Ishikawa, Tons 4635	THURSDAY, 20th June.
NAGASAKI, KOBE AND YOKOHAMA.	YAWATA MARU, Capt. T. Harrison, Tons 3817	WEDNESDAY, 12th June, at Noon.
KOBE AND YOKOHAMA...	HAKATA MARU, Capt. T. Murai, Tons 6161	FRIDAY, 14th June, a.m.

‡ Cargo only. * Calling at Keelung.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, *Manager.*

103

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA

25,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG And SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA,' Captain O. F. Austin. On WEDNESDAY, 31st July, at Noon.

¶ Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

¶ LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephones, &c.

¶ Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

¶ For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

¶ For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, *Agents.*

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU,
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE:



SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, on OAHU, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.		SAILING DATES. 1907.
* AMERICA MARU	11,000 Tons	TUESDAY, 11th June, at Noon.
* SIBERIA	18,000 "	TUESDAY, 18th June, at Noon.
CHINA	10,200 "	TUESDAY, 25th June, at Noon.
* MONGOLIA	27,000 "	TUESDAY, 2nd July, at Noon.
* NIPPON MARU	11,000 "	TUESDAY, 9th July, at Noon.
DORIC	9,500 "	SATURDAY, 20th July, at Noon.
COPTIC	9,000 "	SATURDAY, 27th July, at Noon.
* HONGKONG MARU	11,000 "	TUESDAY, 6th Aug., at Noon.
* KOREA	18,000 "	FRIDAY, 16th Aug., at Noon.

* Twin Screws.

RECORD FAST TRIPS.

Yokohama to San Francisco.....s.s. KOREA, 18,000 tons. September 16-27th 1905; 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu.....s.s. SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 19 hours.
San Francisco to Yokohama.....s.s. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 13 days, 13 hours.
Yokohama to San Francisco.....s.s. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905 10 days, 10 hours and 29 minutes.

THE T. K. K. Steamship AMERICA MARU will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 11th June, 1907, at Daylight, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, *Agent.* 21

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, VIA INLAND SEA OF JAPAN, KEELUNG, MOJI, KOBE & YOKOHAMA; FOR **PORTLAND, OREGON,**

OPERATING IN CONNECTION WITH THE **OREGON RAILROAD & NAVIGATION CO.**

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL ON.
ALESIA	5167	JOHN ERNST..	Wednesday, June 12, at Noon.
NICOMEDIA	4870	G. METZNER..	Saturday, June 22, at 5 p.m.
SUMANTIA	4371	H. FELDTMANN.	Monday, July 15, at Noon.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

2 S. SILVERSTONE, *Agent.*

CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
SWATOW, & SHANGHAI	FOOCHOW †	June 10, at 4 p.m.
HOIHOW & HAIPHONG	SINGAN ...	June 11, at 10 a.m.
MANILA	TEAN *	June 11, at 4 p.m.
SWATOW AND SHANGHAI	KIUKIANG †	June 14, at 4 p.m.
CEBU & ILOILO	KAIFONG	June 21, at 4 p.m.
SWATOW AND SHANGHAI	SHAOHSING †	June 21, at 4 p.m.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtsze & Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships.—Electric Light—Perfect Cuisine—**Surgeon** and **Stewardess** carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	*Tons.*	*Captains.*	*For*	*Sailing Dates.*
ZAFIRO	2540	A. Fraser	Manila	Saturday, June 8, at Noon.
RUBI	2540	R. W. Almond...	Manila	Saturday, June 15, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

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HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

TO SAIL

For Freight and further information, apply to

SHEWAN, TOMES & CO.
General Agents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
* SINGAPORE, PENANG AND CALCUTTA	*KUTSANG* ...	SATURDAY, June 8, at 3 P.M.
* TIENTSIN	*CHEONGSHING*	MONDAY, June 10, at 4 P.M.
* MANILA	*YUENSANG*	FRIDAY, June 14, at 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st-Class Single $ 65 - Return $100
Penang " " 85 " 130
Calcutta " " 165 " 250

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang, and Yangtsze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

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NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG	SCHARNHORST, Capt. L. Maass.	WEDNESDAY, 19th June, at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA...	PREUSSEN, Capt. C. Nathrath.	About WEDNESDAY, 19th June.
MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	PRINZ SIGISMUND, Capt. Lenz.	THURSDAY, 20th June, at Noon.
KUDAT AND SANDAKAN	BORNEO, Capt. F. Sembill.	SATURDAY, 6th July, at 9 a.m.

For further Particulars, apply to

Norddeutscher Lloyd,
MELCHERS & CO.,
General Agents, Hongkong & China.

Hongkong, April 26, 1907. 597

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship
OCEANIEN,
Captain MAGNEN, will be despatched for MARSEILLES on TUESDAY, the 11th June, 1907, at 1 P.M.

Passage Tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows :—
S.S. AUSTRALIEN..... June 25, 1907.
S.S. CALEDONIEN.....July 9, 1907.
S.S. ERNEST SIMONS.....July 23, 1907.

G. DE CHAMPEAUX,
Agent.

Hongkong, May 29, 1907 942

'SHIRE' LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship
FLINTSHIRE
will be despatched for the above ports on or about FRIDAY, the 14th June.

For Freight and further particulars, apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, June 3, 1907. 961

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

STEAMERS.	To Sail. 1907.
BRAEMAR	28th June.
SAINT PATRICK	6th July.

For Freight and further information, Apply to

DODWELL & CO., LTD.,
Agents.

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TOYO KISEN KAISHA.

SOUTH AMERICAN LINE

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS (Karatsu, Kobe and Yokohama).

WITH OPTION TO CALL AT MEXICO AND OTHER COAST PORTS.

Steamers	Tons	To Sail
GLENFARG	4000	Middle of July.
KASATO MARU	6100	End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MATSUDA, *Manager,*
York Building.

Hongkong, April 16, 1907. 246

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
SYDNEY,
Captain BARILLON, will be despatched for the above ports on or about MONDAY, the 10th June.

G. DE CHAMPEAUX,
Agent.

Hongkong, June 3, 1907. 865

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship
NIPPON,
Captain TABABOCCHIA will leave for the above places on TUESDAY, the 11th inst.

For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents,
Prince's Building.

Hongkong, June 3, 1907. 963

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK,
With liberty to call at the MALABAR COAST).

THE Steamship
NORMAN PRINCE,
Captain BARRETT, will be despatched for the above ports on or about WEDNESDAY, the 12th June.

For Freight or Passage, apply to
ARNHOLD, KARBERG & CO.,
Agents.

Hongkong, April 26, 1907. 757

FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *MALTA*, Captain R. A. PETERS, carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 15th June, at NOON, taking Passengers and Cargo for the above Ports, in connection with the Company's Steamship *Britannia*, 7,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, June 1, 1907. 957

Shipping.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
ARRATOON APCAR,
Captain A. STEWART, will be despatched for the above Ports on TUESDAY, the 11th inst., at 3 p.m.

For Freight and Passage, apply to
D. SASSOON & Co., LD.,
Agents.

Hongkong, June 4, 1907. 970

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY DIRECT.

THE Co.'s Chartered Steamship
ISTOK,
Captain M. TIGAC, will be despatched as above on TUESDAY, the 17th inst.

For Freight, apply to
SANDER, WIELER & Co.,
Agents,
Prince's Building.

Hongkong, June 4, 1907. 973

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
ALDENHAM,
Captain HOOD, will be despatched as above on SATURDAY, the 29th June, at Noon.

This Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, June 4, 1907. 972

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME and TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the BRAZILS, to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship
E. FR. FERDINAND,
Captain MATCOVICH, will be despatched as above on or about SUNDAY, the 30th June.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For Information as to Passage & Freight, apply to
SANDER, WIELER, & CO.,
Agents,
Princes' Buildings.

Hongkong, June 3, 1907. 934

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

The Chinese Mail

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN

$6 per Annum *delivered in Hongkong* **$12.50** *to all Coast Ports.*

5 WELLINGTON STREET, HONGKONG.

Orders booked by Manager, CHINA MAIL.

EAST PRAYA RECLAMATION SCHEME,

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY SIR PAUL CHATER.

The Full Details Printed in Pamphlet Form.

Copies may be had at 'CHINA MAIL' Office 8, Queen's Road Central.

Price 50 Cents each.

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANNAM, THIBET, COREA AND JAPAN,

Entrusted to the SOCIETY of the 'MISSION ETRANGERES.'

Translated by EDWARD HARPER PARKER and Reprinted from THE CHINA REVIEW.)

PRICE 50 Cents.

FOR SALE at The 'CHINA MAIL' OFFICE 8, Queen's Road Central.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON		Due at MARSEILLES (Brindisi 2 days earlier)	Due at PLYMOUTH London 1 day later)
TONS	Noon Sat'day		TONS	Saturday, 1907	Saturday, 1907
MALTA 6000	June 15	BRITANNIA...	6500	July 13	July 20
DEVANHA..8000	June 29	through steamer		July 27	Aug. 3
CHINA 8000	July 13	MOOLTAN	9600	Aug. 10	Aug. 17
DELTA 8000	July 27	MACEDONIA .	10500	Aug. 25	Sept. 1
DELHI.....8000	Aug. 10	HIMALAYA...	7000	Sept. 8	Sept. 15
ARCADIA.....7000	Aug. 24	MOLDAVIA ...	9500	Sept. 22	Sept. 29
MARMORA....10500	Sept. 7	INDIA.....	8000	Oct. 6	Oct. 13
MALTA 6000	Sept. 21	MONGOLIA	9500	Oct. 20	Oct. 27
DELTA 8000	Oct. 5	VICTORIA.....	7000	Nov. 2	Nov. 9

Passengers change steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting steamer from COLOMBO is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following :—

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	TONNAGE	Leave HONGKONG about	Due at LONDON about
* NUBIA.....	6000	June 20	Aug. 5
* SYRIA.....	7000	July 17	Sept. 2
* NYANZA.....	7000	July 31	Sept. 16
* SIMLA.....	6000	Aug. 14	Sept. 30
* SUNDA	4600	Aug. 28	Oct. 14
† CEYLON	4000	Sept. 11	Oct. 28
* NAMUR	7000	Oct. 9	Nov. 25
* BORNEO	4600	Oct. 23	Dec. 9

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

* Carries 1st and 2nd Saloon Passengers. † Carries only First Saloon Passengers

For further particulars, Apply to

E. A. HEWETT, *Superintendent.*

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OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

THE CO.'S S.S.	FOR	LEAVING
* *MASAN MARU*, Capt. I. SAKURAI,	TAMSUI, Via SWATOW AND AMOY.	SUNDAY, 9th June, at 10 a.m.
* *FUKUSHU MARU*, Capt. T. ITO,	ANPING, Via SWATOW, AND AMOY.	WEDNESDAY, 12th June, at 8 a.m.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtsze & Northern China Ports

For Freight, Passage and further Information, apply at the Co.'s local Branch Office, at SECOND FLOOR, No. 1. QUEEN'S BUILDINGS.

T. ARIMA, *Manager.*

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NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	*Tons.*	*Captains.*	*To Sail.*
SHAWMUT	9606	E. V. Roberts.....	About Aug. 7.
TREMONT	9606	T. W. Garlick	About Sept. 10.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The Twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

Dodwell & Co. Limited,
GENERAL AGENTS.

QUEEN'S BUILDINGS.

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Notices to Consignees.

NOTICE TO CONSIGNEES.

FROM HAMBURG.

THE H.A.L. Steamship SILESIA, Capt. Bahle, having arrived from the above port, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th June at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, June 5, 1907. 981

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship ROON having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN COMPANY, LIMITED, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before THURSDAY, the 6th of June, at 11 A.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th of June, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 11th of June, at 9.30 A.M.

All Claims must reach us before the 16th of June, 1907, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., *Agents.*

Hongkong, June 6, 1907. 983

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

CONSIGNEES of CARGO per Steamship SIBERIA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their goods from alongside.

Cargo impeding discharge and undelivered by THURSDAY, 6th June, 1907, at 5 p.m., will be landed and stored at Consignees' risk and expense. All Cargo undelivered by THURSDAY, the 13th June, 1907, at Noon, will be subject to rent.

Broken, chafed, or damaged goods will be examined at the above Co.'s Godown on WEDNESDAY, 12th June, 1907, at 10 a.m.

No Fire Insurance will be effected.

S. SILVERSTONE, *Agent.*

Hongkong, June 5, 1907. 980

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Lightning* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense. Cargo remaining on board after 2 P.M., of the 7th instant, will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON, & Co., LD., *Agents.*

Hongkong, June 5, 1907. 975

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP *BENAVON.*

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 12th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., *Agents.*

Hongkong, June 5, 1907. 979

'SIR ROBERT HART'S MEMORANDUM.'

A Series of Articles on Sir ROBERT HART'S SCHEMES for the Improvement of China.

Reprinted from the *China Mail*. To be had in pamphlet form at this Office, 8, Queen's Road Central.

PRICE 50 Cents.

CHINESE IMPERIAL RAILWAYS.

The Government Against Loan Contractors.

Eight years ago, when bonds were issued for £2,300,000 to enable the North China Railway to be extended to Newchwang, many British investors readily subscribed. A few months later, however, entire confidence was lost in the security, owing ot the fact that the debts of the railway were not being liquidated in due course, and that the Imperial Chinese Government had large claims against the loan contractors, of which they were unable to secure a settlement. These bonds consequently fell in 1899 to about £80. This state of affairs has not since been rectified, and, unfortunately for the public, all Chinese Government Railway bonds for which prices are quoted in the newspapers from day to day are nearly exclusively held by a group representing the loan contractors. Disinterested evidence of the present actual value of these securities is therefore not available. Chinese railways have always been exceedingly profitable to the shareholders, but this in no way increases the security of the bondholders, the latter being the guarantor to the Imperial Chinese Government of the loan contractors. The bondholders' money may therefore be retained, in part or wholly, in a final adjustment of accounts, as to one or other or all of the railway constructors' contracts, between these parties. Ten months ago, in a speech in the House of Commons, His Majesty's Foreign Minister made reference to this very serious condition of British railway affairs in China, and promised that in a few days he would enter into negotiations with the Imperial Chinese Government, as to the state of these obligations subsisting between them and British subjects. The matter has not again been publicly referred to by the Foreign Minister.

Intending British investors in Imperial Chinese Government Railway bonds, therefore, cannot be too guarded in ascertaining that any prospectus thereanent of new issues contains explicit statements and evidence to the effect that the North China Railway Debt, of March 1st, 1899, have been fully discharged. In the absence of this, Imperial Chinese Government Railway bonds rest on a totally different footing from those secured on the Imperial Chinese Maritime Customs.—"Financier."

Dentistry.

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THE COMMERCIAL LAW AFFECTING CHINESE;

With Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

Reprinted from the *China Mail*.

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'REMINISCENCES OF INTERPORT CRICKET.

BY J. A. L.

Reprinted from the 'CHINA MAIL' in Pamphlet Form.

To be had at the 'CHINA MAIL' Office 8, Queen's Road Central.

Price ... ... 50 Cents.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, June 6th, 1907.
At 100 cents per Dollar Mexican.

Butcher Meat. 肉食

	cts.	
Beef sirloin & prime cuts—Mei Ling Pa ...	lb 20	扒龍尾
,, Corned—Ham Ngau Yuk	,, 20	鹹牛肉
,, Roast,—Shiu ,, ,, ...	,, 20	燒牛肉
,, Breast,—Ngau Lam ,, ...	,, 15	牛腩
,, Soup,—Tong Yuk	,, 15	湯肉
,, Steak,—Ngan Yuk Pa	,, 20	牛肉起
,, ,, Cutom Ngau Liu Sirloin ...	,, 30	牛柳
,, Sausages,—Ngau Chaung	,, 26	牛腸
Bullock's Brains,—, Stew ...	per set 10	牛腦
,, Tongue fresh,—Ngau Li ...	each 50	牛脷
,, ,, corned—Ham Ngau Li ...	,, 55	鹹牛脷
,, Head,—Ngau Tau	80	牛頭
,, Heart,—Ngau Sum	lb, 12	牛心
,, Hump, Salt—Ngau Kiu	,, 20	牛肩
,, Feet,—Ngau Kerk	each 7	牛脚
,, Kidneys,—Ngau Yiu	,, 10	牛腰
,, Tail—Ngau Mei	17	牛尾
,, Liver,—Ngau Con	lb, 12	牛肝
,, Tripe (undressed)—Ngau To ...	,, 7	牛肚
Calves' Head & Feet—Ngau-chai-tau-kak, set		1.0 牛仔頭腳骨
Mutton Chop,—Yeung Pai Kwat ...	lb. 24	羊脾骨
,, Leg,—Yeung Pei	,, 24	羊比
,, Shoulder,—Yeung Shau	,, 10	羊手
Pigs' Chitlings—Chi cheng	,, 24	豬腸
,, Brains—Chi Know ... per set ...	2	豬腦
,, Feet,—Ch Kerk	,, 12	豬脚
,, Fry,—Chi Chak	,, 12	豬雜
,, Head,—Chi Tau	,, 12	豬頭
,, Heart,—Chi Sum	each 9	豬心
,, Kidneys,—Chi Yiu	,, 8	豬腰
,, Liver,—Chi Con	lb, 28	豬肝
Pork, Chop,—Chi Pai Kwat	,, 21	豬排骨
,, Corned,—Ham Chu Yuk	,, —	鹹豬肉
,, Leg,—Chu Pei	,, 22	豬比
,, Fat or Lard,—Chu Yau	,, 16	豬油
Sheeps' Head and Feet,—Yeung Tau Kerk set		60 羊頭腳
,, Heart,—Yeung Sum ...	each 6	羊心
,, Kidneys,—Yeung Yiu ...	,, 10	羊腰
,, Liver,—Yeung Con ...	lb. 24	羊肝
Sucking Pigs, To Order—Chu Chai ...	,, —	豬仔
Suet, Beef,—Sang Ngau Yau ...	,, 16	生牛油
,, Mutton,—Sang Yeung Yau ...	,, 24	生羊油
Veal,—Ngau Chai Yuk	,, 20	牛仔肉
,, Sausages,—Ngau Chai Cheong ...	,, 20	牛仔腸

Poultry. 生口

	cts.	
Chicken,—Kai Chai	lb 25	鷄仔
Capons, Large, Small,—Sin Kai	30	鉗鷄
Ducks,—Ap	23	鴨
Doves,—Pan Kau	each 15	班鴿
Eggs, Hen—Kai Tan... ...	per dozen 20	鷄蛋
Fowls, Canton,—Kai	30	鷄
,, Hainan,—Hoi Nam Kai	27	海南鷄
Geese,—Ngoi ... ... ,,	24	鵝
Geese, Wild Sh'ai,—S'ha Yer Ngoi,	pair	— 上海野鵝
Musk Deer,—Wong Keng ...	each	— 黃鯨
Hare, Shanghai,—Tu Chai ... ... ,,		— 兎仔
Partridge,—Che Kaou ... ... ,,		— 鷓鴣
Pheasant,—Shan Kai	pair	— 山鷄
Pigeons, Canton,—Pak Kup ...	each	32 白鴿
,, Hollow,—Hoi How Pak Kup. ,,		28 海口白鴿
Quail,—Um-Chun		25 鵪鶉
Rice Birds,—Wo Fa Cheuk ...	dozen	— 禾花雀
Snipe,—Sa-Choy	each	— 沙錐
Turkeys, Cock—Phor Kai Kung		60 火鷄公
,, Hen, ,, ,, Na		45 火鷄鰹
Wild Ducks, S'hai,—Shanghai Sui-ap	pair	— 上海水鴨
Teal,—Sui Ap Chai, ...		— 水鴨仔
Wild Ducks Canton—SangShing Sui Ap, ea.		— 省城水鴨

Fish. 海鮮

Barbel,—Ka Yu	lb 9	加魚
Bream,—Bin Yu	13	鯿魚
Canton Fresh Water Fish,—Hoi Sin Yu ...	14	海鮮魚
Carp,—Li Yu	18	鯉魚
Catfish,—Chik Yu	11	赤魚
Codfish,—Mun Yu	24	鱈魚
Crabs,—Hai	18	蟹
Cuttle Fish,—Muk Yu	15	墨魚
Dab,—Sa Mang Yu	16	沙孟魚
Dace,—Wong Mei Lun	11	黃尾鱲
Dog Fish—Tit Tu Sa	9	跌倒鱷
Eels, Congor,—Hai Maun	15	海鰻
,, Fresh water,—Tam Siu Yu	14	淡水鰻
Eels, Yellow, —Wong Siu	24	黃鱔
Frogs,—Tien Kai	28	田鷄
Garoupa,—Sek Pan	52	石班魚
Gudgeon,—Pak Kup Yu	12	白鮯魚
Herrings,—Tao Pak	18	曹白
Halibut,—Cheung Kwan Kup	24	將軍甲魚
Labrus,—Wong Fa Yu	18	黃花魚
Loach,—Wu Yu	28	烏魚
Lobsters,—Lung Ha	25	龍蝦
Mackerel,—Chi Yu	13	鯖魚
Monk Fish,—Mong Yu	24	芒魚
Mullet,—Chai Yu	22	鯔魚
Oysters,—Sang Hoo	20	生蠔
Pa'otish,—Kai Kung Yu	16	鷄公魚
Perch,—Tan Looe	15	鱸
Pike,—Fa Paw Poong	9	花肚魚
Plaice,—Pan Yu	18	班魚
Pomfret, Black,—Hak Chong	20	黑鯧
Pomfret, White, Pak Chong	28	白鯧
Prawns,—Ming Ha	48	明蝦
Ray—Pei Pa Sa	9	琵琶魚
Rock Fish—Sek Kau Hung	15	石狗公
Roach,—Chu Y		魚
Salmon,—Ma Yau Yu	b 18	馬友魚
Shark,—Sa Yu	9	鯊魚
Skate,—Po Yu	11	鱙魚
Shrimps,—Ha	24	蝦
Snapper,—Lap Yu	22	立魚
Soles,—Tat Sa Yu	24	撻沙魚
Tench,—Wan Yu	18	鯇魚
Turbot,—Cho How Yu	22	左口魚
Turtles, small, fresh water,—Kork Yu ...	56	脚魚
White Bait,—Ngan Yu Chai	—	銀魚仔

Fruits. 菓子

	cts.	
Almonds,—Hung Yan	lb. 18	杏仁
Apples, (California)—Kam San Ping Kho	—	金山平菓
,, (Chefoo)—Tin Chun Ping Khor...	—	天津平菓
,, Small,—Hoi Tong	—	海棠
,, Custard,—Fan Lai Chi ... ...each	—	番荔枝
Bananas, fragrant, Canton,—San Shing Heung Chiu	3	省城香蕉
Bananas, (brides), Macao—San Heung Chiu	—	山香蕉
Chestnuts, Chinese,—Koong Lut	—	風栗
Carambola,—Yeung Tao	—	楊桃
Cocoanuts,—Yeh Tsz... ... ...each	10	椰子
Lemons, China—Ning Moong ... ... lb	8	檸檬
,, America—Kum San Ning Moon... ,,	4	金山檸檬
Lichees, Dried—Lai Chi Con!	—	荔枝
,, Fresh— ,, ...	10	荔枝
Limes, (Saigon)—Sai Kung Ning Moong...	8	西貢檸檬
Mango, Manila—Lui Sung Mong	10	呂宋芒果
Mangosteens,—San Chuk Tsz	20	山竹子
Oranges, (Canton)—San Shing Tim Chang lb	12	省城甜橙
Passion Fruit ... ... each	8	
Pears, (American),—Kam San Shut Li ... lb	—	金山雪梨
,, (Canton), Cooking,—Sa Li ...	—	沙梨
Peanuts,—Fa Sang	10	花生
Persimmons Large,—Hung Chie	—	紅柿
Pine-apples, 1st quality,—Sheung Poon Ti ...	15	本地波蘿
Paw Law ... ... each	—	
,, 2nd cooking—Chung-tang-paw-law ,,	—	中等波蘿
Plantains,—Tai Chou ... ... lb	—	大蕉
Plums,—Swatow Hung Lai...	6	紅梨
Pumelo, Siam,—Chim Lo Yau, ...	22	暹邏油合桃
Walnuts,—Hop Tuo ... ... lb	12	
,, Green,—Sang Hop Tuo	—	生合桃
Water Melon—(Am.) Kum San Sai Kwa ...	—	金山西瓜
,, (China) Sai Kwa	—	西瓜
Shanghai.—(Lo Kwat) ... ... lb	8	上海勞骨

Vegetables, &c. 菜蔬

Artichokes, Shanghai,—Sheung Hai Ai Chi Cheuk	lb —	丫公竹
Beans, (French), Macao,—Oh Moon Pin Ta	8	澳門邊荳
,, (French), Shanghai,—Sheung Hai Pin Tau	8	上海邊荳
,, Sprout,—Ah Chai	4	芽菜
,, Long,—Tau Kok	6	荳角
Beet Root,—Hung Choi Tau ... each	2	紅菜頭
Brinjals, Green,—Ching Yuen Ker ...	5	青元茄
,, Red,—Hung Ker...	5	紅茄
Cabbage, Chinese, com.—Kai Choy ...	5	芥菜
Cabbage Red.—Hung Yea Choy ... each	—	紅椰菜
Cabbage, (Shanghai),—Yeh Chai ... ,,	8	椰菜
Cane Shoots, bunch,—Kau Shun ... ,,	—	膠筍
Cauliflower, Large size,—Tai Yek Choi-fa each	—	大椰菜花
,, Medium size,—Cheung Yeh Choi-fa ,,	—	中椰菜花
,, Small size,—Sai Yeh Choi Fa ... ,,	—	細椰菜花
Carrots,—Kam Shun	6	金笋
Celery, Chinese,—Tong Kan Choi ...	5	唐芹菜
,, English,—Yeung ,, ,, ...	5	洋芹菜
Chillies Dried,—Con Lab Chiu	12	乾辣椒
,, Red,—Hung Fa ,, ...	12	紅花椒
,, Green,—Ching Lat Chiu	12	青辣椒
Curry Stuff, English,—Ka Lee Choi Liu...	—	加厘材料
Cucumbers.—Ching Kwa	8	青瓜
Bitter Squash,—Fu Kwa	—	苦瓜
Garlic,—Suen Tau	8	蒜頭
Ginger, young,—Sun Tsz Keung	8	新子薑
,, old,—Lo Keung	8	老薑
Horse Radish, S'hai—Lik Kap ... ... lb	18	力根
Indian Corn,—Suk Mai ... ... pcs	4	粟米
Lettuce,—Yeung Sang Choi ... each	1	洋生菜
Water Chesnuts,—Ma Tai ... ... ,,	7	馬蹄
,, Mandarin,—Kwoi Lum Ma Tai, ,,	7	桂林馬蹄
Mushrooms, Fresh—Sang Cho Kho ...	45	生草菇
Musk Melon—(American ... each	—	金山香瓜
Okroes, ...	—	
Onions, Bombay,—Yeung Chong Tau ...	6	洋葱頭
,, Green,—Sang Chung	4	生葱
,, Shanghai,—Sheung Hai Chung Tau	—	上海葱頭
Papaw, 1st quol.—Tai Man San Kwa each	10	太萬壽菓
,, 2nd ,, Chung ,, ,, ,,	—	中萬壽菓
Parsley,—Kun Cho ... ... per lb	—	芹菜
Green Peas,—Ching Tau	—	青荳
Potatoe, Sweet,—Fan Shu	2	番薯
,, Shanghai,—Sheung Hai Shu Tsai	3	上海薯仔
,, Japan,—Yut Poon Shu Tsai ...	3	日本薯仔
,, American,—Fa Ki ,, ,, ...	—	花旗薯仔
,, Foochow,—Fuk Chau Shu Tsai	3	福洲薯仔
Pumpkin,—Toong Kwa	3	冬瓜
Radish,—Hung Lo Pak Tsai ... dozen	—	紅蘿蔔仔
Rhubarb (Fresh)—Tai Wong	—	大黃
Shalots,—Con Chung Tau	8	乾葱
Spinach,—Yin Choi	4	莧菜
Tomatoes,—Fan Ker	6	番茄
Taros,—Wu Tau	5	芋頭
Turnips, Punti, (Long),—Low Pak ...	4	蘿蔔
,, English,—Yeung Low Pak pcs	4	洋蘿蔔
Vegetable Marrow,—Chit Kwa	10	節瓜
,, (Am.)—Kum San Chit Kwa ...	—	金山節瓜
Water Cresses,—Sai Yeung Choi ...	7	西洋菜
,, Lily root,—Lin Ngau	9	蓮藕
Yams,—Ta Shu	4	大薯
Sage,— ... ... Bundle	15	

C. W. BRETT, *Inspector of Markets.*

The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the prices marked.

G. A. WOLCOCK, Secretary, Sanitary Board.

WEATHER REPORT.

The following notice is issued by Mr Figg of the Hongkong Observatory:—

On the 7th at 11.55 a.—The barometer has fallen quickly over E. Japan owing to the depression, which is moving away over the Pacific to the South of Hokkaido.

Pressure has increased considerably over W. Japan and the Loochoos, and the barometer has also risen moderately on the China coast.

Pressure is highest over China to the South of the Yangtze. A low pressure trough will probably form again over the N. part of the China Sea.

Moderate or fresh N.E. and E. winds may be expected in the Formosa Channel and along the Northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

1.—Hongkong and Neighbourhood: N.E. and E. winds, moderate or fresh; fair at first, showery later.

2.—Formosa Channel: Same as No. 1.

3.—South coast of China between Hongkong and Lamocks: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: Same as No. 1.

RECOMMENDED AT ROME

PROVED AT PEKING.

DR. WILLIAMS' PINK PILLS

SUCCESSFULLY STAND SEVERE TEST IN THE CHINA MISSION FIELD.

WHEN the late Dr. Lapponi, the renowned physician to the Vatican at Rome, wrote his famous testimony of praise to Dr. Williams' Pink Pills for Pale People, a document which since then has been published in nearly all the languages of the Earth, he did so with the simple object of giving the weight of his great name to a medicine the merits of which he had personally tested and proved. A statement confirming in almost

STARTLINGLY EMPHATIC

fashion the truth and justice of the learned Doctor's dictum has recently come to hand from China, and Sister Ellen, Superior of the Orphanage and Dispensary attached to the Convent of the Immaculate Conception at Peking, has favoured us with permission to make use of her letter which reads as follows:

"I, the Sister Superior of the Peking Orphanage, take pleasure in stating that we have found the use of Dr. Williams' Pink Pills for Pale People beneficial not only for our girl scholars but also amongst

THE SISTERS THEMSELVES

and the outside public attending our Dispensary.

"Owing to their uninterrupted work, and also to the fact that they never get away from Peking for a change of air during the hot season, the Sisters at times become very much run down in health, and on such occasions Dr. Williams' Pink Pills are

VERY SUCCESSFUL.

They have proved so too in several cases of General Weakness, Rheumatic pains, and feebleness of the Stomach.

"A young girl suffering from Chest Complaint experienced great relief in taking Dr. Williams' Pink Pills. A married woman entirely run-down by household care and hard labour got all right and strong again after a few weeks' treatment by Dr. Williams' Pink Pills. I remember also the

CASE OF A MISSIONARY

who was complaining very much of feebleness of stomach and want of appetite. After using, with perseverance, several bottles of Dr. Williams' Pink Pills this gentleman became quite well. Speaking generally,

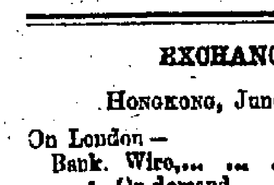
OUR DAILY EXPERIENCE PROVES

that Dr. Williams' Pink Pills are an excellent remedy for General Weakness, and are especially useful for cases of Anemia in young girls.

"They are used by us in a variety of cases throughout the year. Whenever our patients, orphans, and school girls are getting thin, pale, weak, or losing appetite, Dr Williams' Pink Pills are the remedy we find almost always efficacious.

(Signed) SISTER ELLEN,
The Superior of the Orphanage."

What more positive proof could be desired of the curative efficacy of Dr. Williams' Pink Pills for a wide range of ailments than is contained in the testimony of the Rev. Sister Ellen, given above? Most disease is caused primarily by weak impure blood. Dr. Williams' Pink Pills for Pale People are the greatest Blood medicine known to medical science. They strengthen and at the same time purify the blood, they enrich the blood, they make new blood, and where good, rich, strong blood is sickness and disease can no longer exist. The testimony of thousands of grateful cured sufferers proves these Pills to be the remedy for Anemia or weak watery blood, Liver Complaint, Indigestion, Headaches, Pains in the Back, Nervousness, Debility, Early Decay, Paralysis, Beri-beri, Rheumatism, Sciatica, Malaria, and the after effects of Fevers, Dysentery and Chills. To ladies they are of especial value at the trying times. Obtainable at most shops where medicines are sold; these Pills can also be had direct from the Dr. Williams' Medicine Co., Singapore, six bottles for $8 or one bottle for $1.50 post free to any address.



EXCHANGE.

HONGKONG, June 7, 1907.

On London—
Bank. Wire, ...2/2¼
" On demand, ...2/2⅜
" 30 days' sight, ...2/2⅜
" 4 months' sight, ...2/2⅜
Credits, 4 months' sight, ...2/2⅞
Documentary, 4 months' sight, ...2/2⅞
On Paris—
On demand, ... 275½
Credits, 4 months' sight, ... 280⅝
On Berlin—
On demand, ... 224
On New York—
On demand, ... 53⅞
Credit, 60 days' sight, ... 54⅜
On Bombay—
Wire, ... 162¾
On demand, ... 163¼
On Calcutta—
Wire, ... 162¾
On demand, ... 163¼
On Singapore—
On demand, ... 7%P.
On Manila—
On demand, Pesos ... 107
On Shanghai—
On demand, ... 73½
30 days' sight, (private paper) ... 74⅜
On Yokohama—
On demand, ... 107
Gold Leaf, 100 fine, (per tael) ... $47.70
Sovereigns (Bank's buying rate ... $9.10
Silver (per oz.) 30⅛

To-day's Advertisements

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship HAIMUN, Captain A. J. ROBSON, will be despatched for the above Ports on TUESDAY, the 11th inst., at Noon.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co.,
General Managers.

Hongkong, June 7, 1907. 987

NAVIGAZIONE GENERALE ITALIANA,

(FLORIO & RUBATTINO UNITED COMPANIES.)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA: also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA).

THE Steamship CAPRI, Captain PELLITO, will be despatched as above on WEDNESDAY, the 12th instant, at Noon.

At BOMBAY the steamer is discharging in VICTORIA DOCK.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, June 7, 1907. 984

SHIPPING.

ARRIVALS.

June 6.

Chunsang, British str., 1,417, R. Cox, Moji May 31, Coal.—SHEWAN, TOMES & Co.

Hinsang, British steamer, 1,536, A. G. Smith, Hongay June 3, Coal.—JARDINE MATHESON & Co.

Pronto, Norwegian str., 838, T. Seeberg, Bangkok May 31, Rice.—WALLEM & Co.

June 7.

Kisogata Maru, Japanese str., 2,372, K. Yashihire, Saigon June 2, Rice and Flour.—DODWELL & Co., LD.

Tean, British str., 1,345, A. Sommerville, Manila June 4, General.—BUTTERFIELD & SWIRE.

Hong Bee, British str., 2,069, H. Peters, Penang and Singapore June 1, General.—CHINESE.

Hanoi, French steamer, 739, P. Morleee, Haiphong and Hoihow June 6, General.—A. R. MARTY.

Fri, Norwegian steamer, 860, C. Wagle, Moji May 31, Coal.—AAGAARD, THORESEN & Co.

Totti, German steamer, 2,326, W. Ziegenmeyer, Moji June 2.—JEBSEN & Co.

Ragnar, Norwegian str., from Canton.

DEPARTURES.

June 6.

Mercedes, for Weihaiwei.

June 7.

Ceylon Maru, for Shanghai.
Benavon, for Nagasaki.
Carl Diederichsen, for Hoihow.
Seiko Maru, for Swatow.
Skramstad, for Canton.
Silesia, for Shanghai.
Haitan, for Swatow.
Loongsang, for Manila.
Tsinan, for Manila and Australia.
Loyal, for Hongay.
Mathilde, for Haiphong.
Kweiyang, for Chefoo.
Ningchow, for Kuchinotzu.
Devawongse, for Bangkok.

CLEARED.

Yochow, for Ningpo.
Fri, for Canton.
Ragnar, for Rajang.
Cheongshing, for Canton.
Hellas, for Chinkiang.

PASSENGERS.

ARRIVED.

Per *Tean*, from Manila, Mrs Van Parag, Messrs G. Johnson, J. B. Lewels, J. B. Floyd, J. L. Whelan, F. L. Hatt, R. W. Turner, J. A. Jeaucon, H. F. Howe, and H. Johnson.

DEPARTED.

Per *Empress of Japan*, for Vancouver, &c., Messrs J. H. Brown, F. Grisselin, F. M. Brooks, Dunlop, Mr and Mrs Krafft, Mr and Mrs Beckett, Mr and Mrs Greenwood, Messrs Shelley, Brown, Wilson, Miss Pangborn, Miss Wilson, Messrs Sharp, Eyting, Jules Valentin, Captain Gulick, Mrs Messer, M. Thompson, Rev. Canon O'Mahoney, D.D., Mr C. E. Fleming, Mr and Mrs Chas. M. Muchnic, Mr and Mrs Mills, Mr and Mrs Hemingway, Mr and Mrs Baird, Mr and Mrs Conduit, Mr Lathrop, Mr Montavon, Misses Duncanson (2), Miss Connell, Mrs and Miss Matheson, Messrs Spencer Shelly, D. W. Platts, Kissell, Obey, Dove, J. M. Turing, Duncanson, Messrs Tickell (2), Mr and Mrs Whitley, Mr and Mrs Robinow, Miss Galt, Miss Haslem, Mr F. Smith, Mr Lyall, Miss Robinow, Mrs Rouch, Miss Ingram, Mr Sharp, Messrs Lee (2), Messrs Paul (2), Mrs Paul, Mrs Hopper, Miss McLaren, Mrs Craig, Mr Matheson, Mr and Mrs Reid, Mr Hoggan, Mr and Mrs Walters, Mr and Mrs Dreysdale, Mr and Mrs Lister, Mr Marshall, Mr Ewart, Count Sala, Mr Ripert, Mr Gigandet, Major Elliott, Mr Paltmann, Mr Ingram, Messrs Godman (2), Mr E. Moore, Messrs Limbert (2), Major Locke, and Mr A. H. Smith.

Per *Roon*, for Shanghai, Dr Siebert, Mr and Mrs Mutton, Messrs J. McArthur, F. A. Noronha, V. H. Müller, Holywood, S. R. Mennit, Aug. Perovano, H. Beauchi, C. D. Haney, Matsumoto and party, Santos and J. Burton; for Nagasaki, Mr Schwarzenburg; for Yokohama, Dr L. Keyser, Messrs P. Lawrence, H. Blascheck, T. E. Schubert, R. Lopez, Miss Blascheck, Miss Burry, Mr and Mrs Baldwin.

Hongkong Register.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer ...	29.67	29.79	29.73
Temperature	74	77	78
Humidity ...	90	57	51
Direction of Wind ...	W	N	N
Force ...	2	1	1
Weather ...	oplt	o	o
Rain ...	—	0.59	—

Highest open air temperature on the 6th ... 84
Lowest open air temperature on the 6th ... 73

F. G. FIGG, *Director.*

Hongkong Observatory, June 6th, 1907.

Merchant Vessels in Hongkong Harbour.

EXCLUSIVE OF LATE ARRIVALS AND DEPARTURES REPORTED TO-DAY.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping of midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour's Office.
4. From Harbour Master's to the Market.
5. From The Market to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Building.
8. From Blue Buildings to East Point.
9. From Kellet's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessels' Names.	Anchorage.	Captain.	Flag and Rig.	Tons Nett.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Aikoku Maru	3 c	Kitashima	Japan. str.	3333	June 3	Order		
Aldenham	3 c	Hood	British str.	3808	June 6	Gibb, Livingston & Co.		
Aldershot	8 c	Adam	British str.	1354	June 4	Dodwell & Co., Ld.		
America Maru	3 c	Going	Japan. str.	3140	June 4	Toyo Kisen Kaisha	S'hai & San F'cisco	June 11.
Anghin	2 c	Kumpel	Ger. str.	1061	June 6	Butterfield & Swire		
Aragonia	3 c	Ernst	Ger. str.	5180	June 6	Portland & Asiatic S. S. Co.		
Arratoon Apcar	...	Stewart	British str.	2391	May 27	David Sassoon & Co., Ld.	....	K'loon Dock
Capri	k w	Belsito	Ital. str.	3175	June 6	Carlowitz & Co.	S'pore and Bombay	June 12.
Cheongshing	3 c	Payne	British str.	1256	June 6	Jardine, Matheson & Co.	Tientsin	June 10.
Chunsang	3 c	Cox	British str.	1416	June 6	Jardine, Matheson & Co.		
Clara Jebsen	3 c	Iwersen	Ger str.	1001	May 27	Jebsen & Co.		
Derwent	3 c	Jenkins	British str.	1563	May 26	Chinese		
Empress of China	4 c	Archibald	British str.	3039	June 2	C. P. R. Co.	Vancouver (B.C.)	July 4.
Fausang	9 c	Malkin	British str.	1410	June 2	Jardine, Matheson & Co.		
Foochow	3 c	Muller	British str.	1228	June 5	Butterfield & Swire	Foochow	June 10.
Fooksang	...	Mitchell	British str.	1987	May 22	Jardine, Matheson & Co.	....	K'loon Dock
Fri	... c	Wagle	Norw. str.	860	June 7	Aagaard, Thoresen & Co.		
Frithjof	3 c	Anderson	Norw. str.	891	May 30	Aagaard, Thoresen & Co.		
Hailan	3 c	Andersen	French str.	377	June 6	A. R. Marty	Hoihow & Pakhoi	June 9.
Heimdal	8 c	Johnsen	Norw. str.	780	June 3	Arnhold, Karberg & Co.		
Hellas	3 c	Schulz	Ger. str.	1531	June 6	Hamburg-Amerika Linie		
Hilary	3 c	Uecker	Ger. str.	1276	June 3	Java China-Japan Lijn	Batavia & Macassar	June 10.
Hinsang	3 c	Smith	British str.	1537	June 6	Jardine, Matheson & Co.		
Hong Bee	3 c	Peters	British str.	2105	June 7	Chinese		
Hue	...	Pannier	French str.	705	May 22	A. R. Marty	....	K'loon Dock
Japara	2 c	Chevalie	Dutch str.	2757	Mar. 8	Java-China-Japan Lijn		
Kisogata Maru	3 c	Yashihira	Japan. str.	2772	June 7	Dodwell & Co., Limited.		
Kueichow	3 c	Hooker	British str.	1214	June 4	Butterfield & Swire		
Kutsang	4 c	Bradley	British str.	3110	May 30	Jardine, Matheson & Co.	S'pore, P'ang & C'tta	June 8.
Kyoto Maru	3 c	Wakatake	Japan. str.	1639	June 5	Wallem & Co.		
Lightning	4 c	Foy	British str.	2122	June 5	David Sassoon & Co., Ld.		
Loyal	3 c	Natzins	Ger. str.	684	May 31	Sander, Wieler & Co.		
Machew	3 c	Zollner	Ger. str.	996	June 1	Butterfield & Swire		
M. S. Dollar	9 c	Cross	British str.	2570	June 5	Mitsui Bussan Kaisha		
Masan Maru	3 c	Sakurai	Japan. str.	1274	June 5	Osaka Shosen Kaisha	S'tow, Amoy, Tamsui	June 9.
Nissin Maru	3 c	Natsume	Japan. str.	2747	June 3	Dodwell & Co., Ld.		
Onsang	...	Wheeler	British str.	1787	June 1	Jardine, Matheson & Co.	....	K'loon Dock
Paoting	3 c	Warrack	British str.	1073	June 3	Butterfield & Swire		
Phu-yen	3 c	Rouisson	French str.	1247	June 3	Bradley & Co.		
Pronto	3 c	Seeberg	Norw. str.	838	June 6	Aagaard, Thoresen & Co.		
Providence	3 c	Cornelinsen	Norw. str.	593	May 25	A. R. Marty		
Ragnar	8 c	Nielsen	Norw. str.	1220	June 1	Sander, Wieler & Co.		
Sexta	3 c	Desler	Ger. str.	951	June 3	Siemssen & Co.		
Siberia	3 c	Zeeder	Amer. str.	5655	June 5	P. M. S. S. Co.	S'hai & San F'cisco	June 18.
Skramstad	3 c	Hansen	Norw. str.	850	June 6	Aagaard, Thoresen & Co.		
Sullberg	3 c	Luppi	Ger. str.	765	June 3	Siemssen & Co.		
Taki Maru	8 c	Matsushima	Japan. str.	2129	May 28	Mitsui Bussan Kaisha	Moji and Kobe	June 8.
Tango Maru	3 c	Moses	Japan. str.	4727	June 3	Nippon Yusen Kaisha	S'hai & Seattle, &c.	June 11.
Tartar	3 c	Davison	British str.	2768	May 31	C. P. R. Co.	Vancouver (B.C.)	June 19.
Tean	3 c	Sommerville	British str.	1345	June 7	Butterfield & Swire	Manila	June 11.
Tjilatjap	...	Emmerick	Dutch str.	2470	Feb. 14	Java-China-Japan Lijn.	....	K'loon Dock
Totti	3 c	Wagle	Ger. str.	2326	June 7	Jebsen & Co.		
Tremont	3 c	Garlich	Amer. str.	6165	May 26	Dodwell & Co., Ld.	Japan, Tacoma, &c.	June 8.
Verona	2 c	Debronz	Ger. str.	3536	June 6	Carlowitz & Co.		
Wingsang	3 c	Walker	British str.	1252	June 4	Jardine, Matheson & Co.		
Yingchow	3 c	Frazier	British str.	1297	June 5	Butterfield & Swire		
Yiksang	9 c	Thomas	British str.	1236	June 2	Jardine, Matheson & Co.		
Yochow	3 c	Brown	British str.	1309	June 1	Butterfield & Swire	Ningpo & Shanghai	June 7.
Yoneyama Maru	8 c	Todoroki	Japan. str.	2800	June 6	Order		
Zafiro	5 c	Fraser	British str.	1611	June 4	Shewan, Tomes & Co.	Manila	June 8.
Sailing Vessels.								
Eskasoni		....	British sh.	1670	Oct. 12	Arnhold, Karberg & Co.		
Tweedsdale	3 c	Roberts	B. 4-m. bk.	1413	April 27	Gilman & Co.		

STEAMERS PASSED SUEZ CANAL.

[SUPPLIED THROUGH REUTER.]

Chingwo, *Palma*, May 3; *Christiania*; *Indrapura*, 7; *Laertes*, 10; *Chikuzen Maru*, 14; *Hakata Maru*, 17; *Glenroy*, *Carnarvonshire*, *Memnon*, *Pathan*, *Dorprince*, *Spezia*, *Yunnan*, 21; *Telemachus*, *Macduff*, *Machaon*, *Nyanza*, *Trautenfels*, *Albenga*, 24; *Benlarig*, *Japan*, *Preussen*, *Cathay*, *Miguel de Larrinaga*, 28; *Benvenue*, *China* (P. & O.), *Ernest Simons*, *P. E. Friedrich*, *Atholl*, *Sado Maru*, *Stentor*, *Sanuki Maru*, *Siberien*, 31; *Cloverhill*, *Alderney*, *Konangsi*, *Rhenania*, *Langbank*, *Titan*, *Andree Rickmers*, June 4

Mails.

The P. M. S. S. Co.'s s.s. *China* sailed from Yokohama on the 5th June, and is due to arrive at this port on the 13th June.

The Imp. German Mail s.s. *Manila* left Sydney on Tuesday, the 4th June, p.m., and may be expected here on or about the 26th June.

The C. P. R. Co.'s s.s. *Monteagle* left Yokohama on Monday afternoon, the 3rd June, for Victoria and Vancouver.

Steamers Expected.

The C. P. R. Co.'s s.s. *Athenian* arrived at Vancouver at 8.30 a.m. on Thursday, the 30th May.

The Austrian Lloyd's s.s. *Nippon* left Singapore for this port on the 2nd June, and is due here on the 8th June.

The N. Y. K. s.s. *Yawata Maru* (Australian Line) left Thursday Island for this port via Manila on the 30th May, and is expected here on the 10th June.

The Austrian Lloyd's chartered s.s. *Istok* left Singapore for this port on the 3rd June, and is expected here on the 11th June.

The Ben Line steamer *Benarty*, from Antwerp and London, left Singapore on the 3rd June, for this port.

The P. & O. Co.'s s.s. *Syria* left Singapore for this port on the 2nd June, at noon.

The I.-C. S. N. Co.'s s.s. *Laisang*, from Calcutta and the Straits, left Singapore for this port on 5th June, at 4 p.m.

The P. & O. Co.'s s.s. *Ceylon* left Singapore for this port on the 5th June, at 1.30 p.m.

Latest Advices.

The B. S. S. Co.'s s.s *Shawmut* arrived at Victoria, B.C. on 4th June.

The H. A. L. s.s. *Alesia* left Cebu on 6th June, and may be expected here on 11th June.

The M. M. Co.'s s.s. *Sydney* with the FRENCH MAIL of the 10th May, left Saigon on Friday, the 7th June, at 9 a.m. and may be expected here on or about Monday, the 10th June. This packet brings replies to letters despatched from Hongkong on April 9th.

The N. Y. K. s.s. *Kakata Maru* (European Line) left Singapore for this port on the 6th June, and is expected here on the 12th June.

The silk ex C. P. R. Co's s.s. *Empress of India* which left Hongkong on the 9th May and Yokohama on the 16th May, arrived in New York on Tuesday, the 4th June, thus making a transit of 26 days from Hongkong and 19 days from Yokohama.

OCCIDENTAL HOTEL.

Mr W. Dobbs	Mrs Mejer
Capt. and Mrs P. F. Van Emmerick	Mr H. G. Stevens
	Mr F. H. H. Stevens
Capt. and Mrs J. L. Farwell	Dr J. C. Thomson
	Mr G. Wright
Mr H. Hope	

POST OFFICE NOTICES.

Mails will close:—

For MANILA.—
Per *Zafiro*, at 11 a.m., on Saturday, the 8th June.

For KEELUNG, MOJI, KOBE, YOKOHAMA, VICTORIA & TACOMA.—
Per *Tremont*, at 11 a.m., on Saturday, the 8th June.

For MACAO.—
Per *Sui Tai*, at 1.15 p.m., on Saturday, the 8th June.

For SINGAPORE, PENANG & CALCUTTA.—
Per *Kutsang*, at 2 p.m., on Saturday, the 8th June.

For HOIHOW & PAKHOI.—
Per *Hailan*, at 5 p.m., on Saturday, the 8th June.

For WEIHAIWEI, CHEFOO & TIENTSIN.—
Per *Kueichow*, at 8 a.m., on Sunday, the 9th June.

For SWATOW, AMOY & TAMSUI.—
Per *Masan Maru*, at 9 a.m., on Sunday, the 9th June.

For TIENTSIN.—
Per *Cheongshing*, at 3 p.m., on Monday, the 10th June.

For SHANGHAI.—
Per *Foochow*, at 3 p.m., on Monday, the 10th June.

For BATAVIA, SAMARANG & SOURABAYA.—
Per *Hilary*, at 4 p.m., on Monday, the 10th June.

For KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, VICTORIA & SEATTLE.—
Per *Tango Maru*, at 5 p.m., on Monday, the 10th May.

For HOIHOW & HAIPHONG.—
Per *Singan*, at 9 a.m., on Tuesday, the 11th June.

KING EDWARD HOTEL.

Mrs Abrahamsen	Mrs S. J. Lashbrooke
Mr J. Adler	Mr Geo. T. Lloyd
Capt. & Mrs Russell Almond	Mr Hugh L. Mckenzie
Mr C. M. Arratoon	Mr and Mrs A. C. Millar
Mr and Mrs Baldwin	Mr and Mrs W. M. Milne
Miss Benson	
Mr J. E. Bien	Mr and Mrs C. F. Mullins
Mr Harry Bramley	
Mr J. H. Brown	Mr and Mrs C. A. Mutton
Mr L. A. Cooper	
Dr E. B. Copeland	Mrs C. A. Neale
Mr and Mrs G. H. Corse, Jr.	Mr and Mrs G. E. Neson
Miss Dugan	Mr and Mrs Newson
Capt. Ehrhardt	Mr D. M. Nicholson
Mr Max Engel	Mr N. C. Passmore
Dr John Flint	Miss Annie Peacock
Mr J. O. Gardiner	Mr N. M. Robertson
Mr P. A. Garvée	Mr H. J. Rosencranz
Miss Garvée	Mrs J. Schaetzel
Mr L. A. Gearhart	Master Julius Schaetzel
Miss L. R. Getz	
Mr and Mrs L. Gitz	Mr & Mrs Schindewolf
Mr & Mrs Goodyear	
Miss Gregory	Mr and Mrs S. Silverstone
Mr and Mrs C. H. Hamilton	
	Mr M. L. Silverstone
Miss A. Hamilton	Mr Arthur H. Silverstone
Miss M. Hamilton	
Mr Hemrich	Mr M. S. Silverstone
Dr. Hesper	Mr and Mrs W. R. Staats
Mr and Mrs A. P. Hoffman	
	Mr D. V. Stevenson
Mrs E. A. Holmes	Mr J. J. Sullivan
Mrs W. Hunsaker	Miss Bessie Tayton
Miss F. Hunsaker	Mr and Mrs J. C. Vickers
Mrs Jackson and child	
Mr F. Jacob	Mr G. Williams
Mr J. E. Joseph	Miss V. Williams
Mr and Mrs Keegan	Mr & Mrs R. Zenner
Mrs J. Lashbrooke	

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr E. S. Abraham	Mr J. P. F. Jokl
Mr P. R. Adams	Mr F. H. Jordon
Mr A. Aftalion	Mr R. M. Joseph
Mr E. Asuzano	Mr J. C. Jonghin
Mr M. Asuzano	Mr H. W. Kelley
Mr R. H. Baker	Dr Kennedy
Mr H. B. Bates	Mr W. Kohrs
Mr H. G. Battiscombe	Mr A. H. Laing
Mr R. B. Beattie	Mr A. Lane
Mr F. Bennet	Mr H. W. Langborg
Mr R. J. Birbeck	Mr W. H. Lassing
Mr & Mrs S. Bisney	Mr F. Lawrence
Miss S. Bisney	Mr P. H. Lawrence
Mr A. B. Blunn	Dr & Mrs A. Lello
Mr T. Brayfield	Mr B. Levin
Mr F. G. Brighton	Mr & Mrs W. Logan
Mr & Mrs L. Broughall	Mr & Mrs Macgowan
Mr L. F. Campbell	Dr Macleod
Mr E. W. Carpenter	Mr G. F. Malden
Mr and Mrs C. Carrigan	Mr H. Manheim
	Mr T. Mapua
Mr J. W. Carringan	Mr P. Mapua
Miss Carringan	Mr Brisbane Marks
Mr A. Carter	Dr O. Marriott
Mr M. O. Clark	Mr J. Merecki
Mr H. J. Colahan	Dr and Mrs W. B. A. Moore
Mr H. E. Colvin	
Mr A. H. Crook	Mr Alberts Moreno
Mr A. Cruickshank	Mrs G. F. Morrison
Lt. & Mrs Davidson, R.N.	Mr and Mrs R. H. Newborn
Mr and Mrs W. H. Donald	Mr A. E. Paine
	Mr W. Peake
Mr F. H. Doolittle	Mr and Mrs T. L. Perkins
Mr A. E. Dunrich	
Mr W. Einstmann	Mrs G. C. Phinney and maid
Mr H. J. Fairchild	
Mr W. Forry	Mrs L. Van Praag
Mr H. G. Fisher	Mr C. M. Preshaw
Mr H. L. Fletcher	Mr A. J. Pugh
Mrs Forsyth and child	Mr E. Ralphs
Miss D. Fox	Mr E. H. Ray
Miss S. M. Fox	Mr J. Rosenthal
Mr C. B. Franklin	Mr A. Skinn
Mr D. M. Fraser	Mr J. S. Spittles
Mr B. L. Frost	Mr W. T. Stebbing
Stuart J. Fuller	Mr A. Sternberg
Mr Denman Fuller	Capt. & Mrs Stewart
Mr J. Gomes	Mr P. D. Sutherland
Mr E. S. J. Gould	Mr and Mrs M. L. Thompson
Mr and Mrs P. W. Guiness	
	Miss H. M. Thompson
Capt. T. Hall	Mr Th. Toledano
Mr F. L. Hatt	Mr C. Tredwen
Mr J. G. Heilbronn	Mr R. W. Turner
Mr V. C. Henderson	Mr H. Venbauer
Hon. E. A. Hewett	Mr E. de Vries
Mrs E. A. Hewett	Mr L. J. Wishart
Mr E. Howard	Mr J. B. Wishart
Mr H. F. Howe	Mr J. D. Woods
Mr R. Hunter	Mr H. Wolfenden
Mr R. H. Huntington	Mr J. J. Woodruff
	Mr P. J. L. Wright
Mrs C. M. Jack	

CONNAUGHT HOTEL.

Mr and Mrs Barboy	Mr H. H. Johnson
Miss R. Barber	Mr A. J. Jordan
Mr and Mrs Blunck	Mr W. Eng Keat
Mr A. W. Cain & wife	Mr Kennedy
Mr F. Campnelli	Mr J. B. Lewell
Mr William F. Crafts and wife	Mr N. D. Lewis
	Mr Alfonso Zarate Luip
Mr R. S. Dougal	
Mr Goon Chong Eng	Mr J. Marcus
Mr J. B. Floyd	Count Matinoni
Mr G. Geancon	Mr and Mrs A. Myer
Mr E. W. Geane	Mr J. W. Ratchiffe
Mr Louis Greenwald	Mr E. Reeves
Mr C. Herbst	Mr P. Stoppa
Mr V. Hutchings	Mr Vy Lunu Te
Mr O. Jenssen	Mr J. L. Whelan
Mrs O. Jensson and children	Mr Whitten
	Mr and Mrs S. W. Wolfe
Mr G. Johnson	

KOWLOON HOTEL.

Mr A. J. Hall	Mr and Mrs Marker
Mr & Mrs B. Lichtig and child	Capt. Olsen

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Australian Ports	Aldenham (s)	Gibb, Livingston & Co.	June 29, at Noon.
B'bay, v S'pore, Penang	Capri (s)	Carlowitz & Co.	June 12, at Noon.
Cebu & Iloilo	Kaifong (s)	Butterfield & Swire	June 21, 4 p.m.
Callao Iquique, v Japan	Glenfarg (s)	Toyo Kisen Kaisha	Middle of July.
Fiume, Trieste, &c.	Erzh. Fr. Ferdinan (s)	Sander, Wieler & Co.	June 30.
Hoihow & Haiphong	Singan (s)	Butterfield & Swire	June 11, at 4 p.m.
Japan & Portland, Or.	Alesia (s)	Portland & A. S. Co.	June 12, at Noon.
Japan & Portland, Or.	Nicomedia (s)	Portland & A. S. Co.	June 22, at 5 p.m.
Japan & Portland, Or.	Numantia (s)	Portland & A. S. Co.	July 15, at Noon.
Kobe & Yokohama	Hakata Maru (s)	Nippon Yusen Kaisha	June 14, a.m.
Kudat and Sandakan	Borneo (s)	Melchers & Co.	July 6, at 9 a.m.
London	Malacca (s)	P. & O. S. N. Co.	About June 11.
London & Antwerp	Flintshire (s)	Shewan, Tomes & Co.	About June 14.
Mar'lles, London, &c.	Malta (s)	P. & O. S. N. Co.	June 15, at Noon.
Mar., L'don & A'erp	Nubia (s)	P. & O. S. N. Co.	About June 20.
Mar., L'don, A'erp, &c.	Kamakura Maru (s)	Nippon Yusen Kaisha	June 12, Daylight.
Manila, A'lian Ports	Kumano Maru (s)	Nippon Yusen Kaisha	June 14, at Noon.
Manila, A'lian Ports.	Prinz Sigismund (s)	Melchers & Co.	June 20, at Noon.
Marseilles, v. Saigon	Oceanien (s)	Messageries Maritimes	June 11, at 1 p.m.
Manila	Zafiro (s)	Shewan, Tomes & Co.	June 8, at Noon.
Manila	Rubi (s)	Shewan, Tomes & Co.	June 15, at Noon.
Manila	Tean (s)	Butterfield & Swire	June 11, at 4 p.m.
Manila	Yuensang (s)	Jardine, M'son & Co., Ld	June 14, at 4 p.m.
N'saki, Kobe & Y'hama	Yawata Maru (s)	Nippon Yusen Kaisha.	June 12, at Noon
Naples, Genoa, G'tar, &c.	Scharnhorst (s)	Melchers & Co.	June 19, at Noon.
New York v. Suez Canal	Braemar (s)	Dodwell & Co. Limited	June 28.
New York v. Suez Canal	St Patrick (s)	Dodwell & Co. Limited	July 6.
New York	Norman Prince (s)	Arnhold, Karberg & Co.	About June 12.
San Francisco v. Japan	America Maru (s)	Toyo Kisen Kaisha	June 11, at Noon.
San Francisco v. Japan	Siberia (s)	Pacific Mail S.S. Co.	June 18, at Noon.
San Francisco v. Japan	China (s)	Pacific Mail S. S. Co.	June 25, at Noon.
San Francisco v. Japan	Mongolia (s)	Pacific Mail S. S. Co.	July 2, at Noon.
San F'cisco via Japan.	Nippon Maru (s)	Toyo Kisen Kaisha	July 9, at Noon.
San Francisco v. Japan	Doric (s)	O. & O. S.S. Co.	July 20, at Noon.
Seattle, v. S'hai, Japan	Minnesota (s)	Nippon Yusen Kaisha.	July 31, at Noon.
S'hai, N'ki, Kobe Y'ma	Preussen (s)	Melchers & Co.	About June 19.
S'pore, Penang & C'tta	Arratoon Apcar (s)	D. Sassoon & Co., Ld	June 11, at 4 p.m.
S'pore, P'ang, Calcutta	Kutsang (s)	Jardine, M'son & Co., Ld	June 8, at 3 p.m.
Singapore & Bombay	Istok (s)	Sander, Wieler & Co.	June 17.
S'pore, C'bo, & B'bay.	Bombay Maru (s)	Nippon Yusen Kaisha.	June 20.
Shanghai, Moji & Kobe	Totomi Maru (s)	Nippon Yusen Kaisha.	June 14.
S'hai, Moji, Kobe Y'ma.	Syria (s)	P. & O. S. N. Co.	About June 8.
S'hai, Kobe & Y'hama	Sydney (s)	Messageries Maritimes	About June 10.
S'hai, Kobe & Y'hama	Nippon (s)	Sander, Wieler & Co.	June 11.
Shanghai	Foochow (s)	Butterfield & Swire	June 10, at 4 p.m.
Shanghai	Delta (s)	P. & O. S. N. Co.	About June 13.
S'tow, Amoy & Tamsui	Masan Maru (s)	Osaka Shosen Kaisha.	June 9, at 10 a.m.
S'tow, Amoy & Anping	Fukushu Maru (s)	Osaka Shosen Kaisha.	June 21, at 8 a.m.
Swatow & Shanghai	Kiukiang (s)	Butterfield & Swire	June 14, at 4 p.m.
Swatow and Shanghai	Shaohsing (s)	Butterfield & Swire	June 21, at 4 p.m.
S'tow, Amoy & F'chow	Haimun (s)	Douglas Lapraik & Co.	June 11, at Noon.
Tientsin	Cheongshing (s)	Jardine, M'son & Co., Ld	June 10, at 4 p.m.
Victoria, B.C., Tacoma	Shawmut (s)	Dodwell & Co. Limited	About Aug. 7.
Victoria, B.C., Tacoma	Tremont (s)	Dodwell & Co. Limited	About Sept. 10.
Victoria, B.C., Seattle	Tango Maru (s)	Nippon Yusen Kaisha.	June 11, Daylight.
Vancouver, (B.C.), &c.	Tartar (s)	Canadian P'fic R. Co.	June 19, at Noon.
Vancouver, (B.C.), &c.	Empress of China (s)	Canadian P'fic R. Co.	July 4, at 4 p.m.
Vancouver, (B.C.), &c.	Athenian (s)	Canadian P'fic R. Co.	July 17, at Noon.
Vancouver, (B.C.), &c.	Empress of India (s)	Canadian P'fic R. Co.	Aug. 1, at 4 p.m.
Weihaiwei, C'foo T'tsin	Kueichow (s)	Butterfield & Swire	June 9, at 9 a.m.

SHARE LIST.—QUOTATIONS.

June 7, 1907.

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	$ 125	all	$880, London, £98
National Bank of China, Limited	99,925	£ 7	£ 6	$51
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$280, sellers
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 25	$91, buyers
North-China Insurance Co., Ld.	10,000	£ 15	£ 5	Tls. 75
Union Insurance Society, Ld.	10,000	$ 250	$ 100	$750, buyers
Yangtsze Insurance Association, Ld.	8,000	$ 100	$ 60	$170, buyers
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$ 100	20	$84, sales
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	50	$325, sellers
DOCKS, ETC.				
H'kong & Whampoa Dock Co., Ld.	50,000	$ 50	all	$102, sellers
Geo. Fenwick & Co., Ltd.	18,000	$ 25	$ 25	$17½, sellers
New Amoy Dock Co., Ld.	10,000	$ 6¼	$ 6¼	$11½, buyers
Shanghai Dock and Eng. Co., Ld.	55,700	Tls. 100	Tls. 100	Tls. 81, buyers
STEAMBOATS, TUGS, ETC.				
China and Manila S. S. Co., Ld.	30,000	$ 25	$ 25	$15½, sellers
Douglas Steamship Co., Limited	20,000	$ 50	all	$10
HK., C. and M. Steamboat Co., Ld.	60,000	$ 15	$ 15	$29½, buyers
Indo-China S. N. Company, Limited	60,000	£ 10	all	$71 sellers
Star Ferry Company, Ld.	10,000	$ 10	$ 10	$26, sellers
	10,000	$ 10	$ 5	$16½, sellers
Shell Transport & Trading Co., Ltd.	2,000,000	£ 1	£ 1	44/
Taku Tug and Lighter Co., Ld.	8,600	Tls. 50	Tls. 50	Tls. 48
Shanghai Tug & Lighter Co., Ltd.	200,000	Tls. 50	Tls. 50	Tls. 47
do Preference.	100,000			Tls. 50
REFINERIES.				
China Sugar Company, Limited	20,000	$ 100	all	$112, sellers
Luzon Sugar Company, Limited	7,000	$ 100	all	$21, sellers
Perak Sugar Cultivation Co., Ld.	7,000	Tls. 50	Tls. 50	Tls. 80
WHARVES.				
HK. & Kow. Wharf & Godown Co.	30,000 / 10,000	$ 50	all	$80, sellers
Shanghai and Hongkew Wharf Co.	32,000	Tls. 100	Tls. 100	Tls. 224
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$ 100	100	$107, sellers
Shanghai Land Investment Co., Limited	52,000	Tls. 50	Tls. 50	Tls. 102
	26,000	$ 50	$ 50	$102
Kowloon Land and Building Company	6,000	$ 50	$ 30	$37, sellers
Wei-hai-wei Land & Building Co., Ld.	3,674	Tls. 25	Tls. 25	Tls. 9
Humphreys Estate & Finance Co., Ld.	150,000	$ 10	all	$10½
West Point Building Co., Limited	12,500	$ 50	$ 50	$48
TRAMWAYS.				
The Peak Tramways Co., Ld.	75,000	$ 10	all	$11, sales & sellers
MINING.				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	$475, buyers
Raub Aust. Gold Mining Co., Ld.	200,000	£ 1	18/10	$6½, buyers
HOTELS, ETC.				
Hongkong Hotel Company, Ld.	12,000	$ 50	all	$118, sellers
Astor House Hotel Ld. (Tientsin)	2,000	T. Tls. 50	Tls. 50	Tls. 135
Astor House Hotel Co., Ltd. (S'hai)	30,000	$ 25	$ 25	$29
DISPENSARIES.				
A. S. Watson & Co., Limited	90,000	$ 10	$ 10	$11½, sellers
Watkins Limited	10,000	$ 10	$ 10	$4, sellers
LIGHTING.				
HK. and China Gas Co., Limited	7,000	£ 10	all	$175, buyers
Shanghai Gas Company, Ltd.	8,000	Tls. 50	Tls. 50	Tls. 106
Hongkong Electric Co., Limited	60,000	$ 10	$ 10	$15, sellers
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	200,000	10	10	$15
MISCELLANEOUS.				
Bell's Asbestos Eastern Agency Ld.	8,604	£ 12/6	12/6	$7, sellers
United Asbestos Oriental Agency, Limited	9,000 ord. / 100 fdrs.	$ 10	$ 4 / $ 10	$10½, buyers / $150
Union Waterboat Co., Limited	60,000	$ 10	$ 10	$12½, sales
Hongkong Dairy Farm Co.	25,000	$ 7½	$ 6	$15½
Hongkong Ice Company, Limited	5,000	$ 25	all	$245
Shanghai Waterworks Co., Ltd.	7,200	£ 20	£ 20	Tls. 355
H. kong Rope Manufactory Co., Ld.	50,000	$ 10	all	$20, buyers
Hongkong Cotton Spinning Co., Ld.	125,000	$ 10	$ 10	$11½, sellers
Ewo Cotton Spinning and Weaving Co., Ld.	20,000	Tls. 50	Tls. 50	Tls. 61
International Cotton Manufacturing Co., Ld.	10,000	Tls. 75	Tls. 75	Tls. 52
Laou-Kung-Mow Cotton Spinning and Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	Tls. 80
Soy Chee Cotton Spinning Co., Ld.	2,000	Tls. 500	Tls. 500	Tls. 350
China Provident Loan Mortgage Co. Ld.	200,000	$ 10	$ 10	$8.90
China Borneo Company, Ltd.	60,000	$ 12	$ 12	$9½, sellers
Campbell, Moore & Co., Limited	1,200	$ 10	all	$20, sellers
Wm. Powell, Ld.	12,000 / 3,000	$ 10	$ 10	$8, sellers
South China Morning Post	6,000	$ 25	$ 25	$23, sellers
China Light and Power Company	50,000	$ 10	$ 10	$6½, sellers
Steam Laundry Company, Limited	20,000	$ 5	$ 5	$7
CIGAR COMPANIES.				
Philippine Co., Ld.	67,500	$ 10	$ 10	$5
Alhambra Limited	300	$ 500	$ 500	$120

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 % p. annum	Par

VERNON and SMYTH *Share-Brokers.*

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